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THE LABOUR GAZETTE

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23, 125, 241, 349, 474, 608, 723, 852, 960, 1077, 1203.	23, 126, 241, 349, 474, 608, 723, 852, 1077, 1204.	23, 126, 241, 350, 474, 608, 723, 852, 960, 1077, 1204	23, 126, 241, 350, 474, 608, 723, 852, 1077, 1204, 1353.	126, 241, 350, 474, 608, 724, 852, 960, 1353.	1353.	24, 126, 724, 852.	24.	126, 241, 350, 474, 608, 724, 1353.	24, 241, 474.

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Condition of Local Industries.

Locality.	General Condition of Labour	Agriculture	Fishing	Lumbering	Manufacturing	Mining	Railroad Construction and employment	Other Industries
Belleville	24, 127, 243 351, 475, 609, 725, 853, 962, 1078, 1205, 1354.	24, 127, 243 352, 476, 610, 962, 1079, 1206, 1355.	24, 352, 610 725, 854, 962, 1079, 1206, 1355.	24, 127, 243 352, 476, 610, 725, 854, 962, 1079, 1206, 1355.	24, 127, 243 352, 476, 610, 725, 854, 962, 1079, 1206, 1355.	24, 127, 243 352, 476, 610, 725, 854, 962, 1079, 1206, 1355.	24, 127, 243 352, 476, 725, 854, 962, 1079, 1206, 1355.	476.
Kingston	25, 126, 242 350, 474, 608, 724, 852, 960, 1077, 1204, 1353.	26, 126, 242 351, 475, 609, 724, 961, 1078, 1205, 1354.	26, 126, 242 351, 475, 609, 724, 961, 1078, 1205, 1354.	26, 126, 242 351, 475, 609, 724, 961, 1078, 1205, 1354.	26, 242, 351 475, 609, 724, 961, 1078, 1205, 1354.	126, 242, 609, 961, 1078, 1205.	26, 126, 242 351, 475, 609, 724, 961, 1078, 1205.	
Peterborough	27, 128, 244 352, 477, 614, 726, 854, 963, 1080, 1207, 1356.	27, 128, 244 353, 477, 614, 727, 854, 964, 1080, 1207, 1356.	128, 477, 727, 855, 1207.	27, 128, 244 353, 477, 727, 855, 964, 1080, 1207, 1356.	27, 128, 244 353, 477, 614, 727, 855, 964, 1080, 1207, 1356.	27, 244, 353 478, 855, 964, 1081, 1208, 1356.	27, 129, 244 353, 478, 727, 964, 1081, 1208, 1356.	27, 244.
Toronto	28, 129, 245 354, 479, 611, 728, 856, 965, 1081, 1208, 1357.	28, 130, 245 354, 479, 611, 728, 857, 965, 1083, 1209, 1357.			28, 130, 245 354, 479, 611, 729, 857, 965, 1083, 1209, 1357.	353.	29, 130, 246 355, 612, 857, 966, 1083, 1210, 1358.	
Niagara Falls—	29, 130, 246 355, 480, 613, 729, 858, 966, 1084, 1211, 1359.	30, 131, 247 356, 481, 613, 858, 967, 1084, 1211, 1359.	613, 729, 858, 967, 1084, 1211.	1084.	30, 131, 247 356, 481, 613, 730, 858, 967, 1084, 1211, 1359.	613, 730.	30, 131, 247 356, 481, 613, 730, 859, 967, 1212.	131, 356, 613, 730, 967, 1212.
St. Catherines	31, 123, 248 357, 482, 615, 730, 859, 967, 1085, 1212, 1360.	31, 132, 248 357, 482, 615, 731, 860, 968, 1086, 1213, 1360.			132, 248, 357, 482, 615, 731, 860, 968, 1086, 1213, 1360.		31, 132, 357 731, 968, 1213.	31.
Hamilton	32, 133, 249 483, 615, 731, 860, 968, 1086, 1214, 1361.	134, 1214, 1361.			134, 483, 731, 969, 1087, 1361.		32, 134, 483 731, 969, 1087, 1361.	1361.
Brantford	33, 134, 250 358, 484, 616, 732, 861, 969, 1087, 1215, 1361.	34, 135, 250 358, 484, 616, 970, 1215, 1362,			34, 135, 250 358, 616, 732, 861, 970, 1088, 1215, 1362.		34, 250, 358 484, 616, 732, 862, 970, 1088, 1215, 1362.	

CONDITION OF PARTICULAR TRADES.

Building Trades.	Metal, Engineering and shipbuilding Trades.	Woodworking and Furnishing Trades.	Printing and Allied Trades.	Clothing Trades.	Food, and Tobacco Preparation.	Leather Trades.	Miscellaneous.	Transport.	Unskilled Labour.
24, 127,	24, 128,	25, 128,	25, 128,	25, 128,	25, 128,	25, 128,	25, 128,	25, 128,	25, 128,
243, 352,	243, 352,	352, 476,	423, 352,	244, 352,	244, 352,	244, 352,	244, 352,	244, 352,	244, 352,
476, 610,	476, 610,	610, 726,	476, 610,	476, 610,	476, 610,	476, 610,	476, 610,	476, 610,	477, 611,
725, 854,	725, 854,	854, 963,	726, 854,	726, 854,	726, 854,	726, 854,	726, 854,	726, 854,	854, 963,
962, 1079,	963, 1079,	1080, 1206,	1080, 1206,	963, 1080,	963, 1080.	963, 1080,	963, 1080,	963, 1080,	1080, 1206
1206, 1355.	1206, 1355.	1355.	1355.	1206, 1355.	1206, 1355.	1355.	1206, 1355.	1206, 1355	1355.
26, 126,	26, 126,	26, 126,	26, 126,	26, 126,	26, 126,	26, 126,	26, 126,	126, 242,	26, 126,
351, 475,	351, 475,	351, 475,	242, 351,	242, 351,	242, 351,	351, 475,	242, 351,	351, 475,	242, 351,
609, 724,	609, 724,	609, 724,	475, 609,	475, 609,	475, 609,	609, 724,	475, 609,	609, 725,	475, 609,
853, 961,	853, 961,	853, 961,	724, 853,	724, 853,	724, 853,	853, 1078,	724, 853,	853, 961,	725, 853,
1078, 1205,	1078, 1205,	1078, 1205,	961, 1078,	961, 1078,	961, 1078,	1354.	961, 1078.	1078, 1354	961, 1078,
1354.	1354.	1354.	1354.	1354.	1354.				1354.
129, 244,	129, 244,	244, 353,	129, 244,	129, 244,	129, 245,	129, 245,	129, 245,	245, 354,	129, 245,
353, 478,	353, 478,	478, 615,	354, 478,	354, 478,	354, 478,	354, 478,	354, 478,	478, 615,	354, 478,
615, 727,	615, 727,	727, 856,	615, 727,	615, 727,	615, 727,	615, 727,	615, 727,	727, 856,	727, 856,
855, 964,	856, 964,	964, 1081,	856, 964,	856, 964,	856, 1081,	856, 964,	856, 964,	964, 1081,	964, 1081,
1081, 1208,	1081, 1208,	1208, 1356.	1081, 1208.	1081, 1208,	1208, 1356.	1081, 1208,	1081, 1208,	1208, 1356	1208, 1356
1356.	1356.		1356.	1356.		1356.	1356.		
29, 130,	29, 130,	29, 130,	29, 130,	29, 130,	29, 130,	29, 130,	29, 130,	29, 130,	29, 130,
246, 355,	246, 355,	246, 355,	246, 355,	246, 355,	246, 355,	246, 355,	246, 355,	246, 355,	246, 355,
480, 612,	480, 612,	480, 612,	480, 612,	480, 612,	480, 729,	480, 612,	480, 612,	480, 613,	480, 613,
729, 858,	729, 858,	729, 966,	729, 858,	729, 858,	858, 966,	858, 966,	729, 858,	729, 858,	729, 858,
966, 1083,	966, 1083,	1083, 1210,	966, 1083,	966, 1083,	1083, 1211,	1084, 1211,	966, 1084,	966, 1084,	966, 1084,
1210, 1358.	1210, 1358.	1358.	1210, 1358.	1211, 1358.	1358.	1358.	1211, 1358.	1211, 1358	1211, 1359
30, 131,	30, 131, 247	614, 1085,	30, 131, 247	30, 131, 247	30, 131, 247		30, 132, 247	30, 132,	30, 132,
247, 356,	356, 481,	1212.	481, 614,	356, 481,	356, 481,		356, 481,	247, 356,	247, 356,
481, 614,	614, 730,		730, 859,	614, 730,	614, 730,		614, 730,	482, 614,	482, 730,
730, 859,	859, 967,		967, 1085,	1212.	859, 967,		859, 967,	730, 859,	1085, 1360
967, 1085,	1085, 1212,		1212, 1359.		1212, 1359.		1085, 1212,	967, 1085,	
1212, 1359.	1359.						1359.	1212, 1359	
31, 132,	31, 132, 248	31, 133, 248	32, 133, 248	32, 133, 248	32, 133, 248	32, 133, 248	32, 133, 248	32, 133,	32, 133,
248, 357,	357, 482,	357, 482,	357, 482,	357, 483,	357, 483,	358, 483,	358, 483,	249, 358,	483, 615,
482, 615,	615, 731,	615, 731,	615, 731,	615, 731,	615, 731,	615, 731,	615, 731,	483, 731,	731, 860,
731, 860,	860, 968,	860, 968,	860, 968,	860, 968,	860, 968,	860, 968,	860, 968,	860, 968,	968, 1086,
968, 1086,	1086, 1213.	1086, 1213.	1086, 1213.	1086, 1213.	1086, 1213.	1086, 1213.	1086, 1213.	1086, 1213	1213, 1360
1213.									
33, 134,	33, 134, 249	33, 134, 249	33, 134, 249	33, 134, 249	33, 134, 249	134, 249,	33, 134, 249	33, 134,	33, 134,
249, 483,	483, 616,	483, 616,	484, 616,	484, 616,	484, 616,	616, 732,	484, 616,	249, 484,	249, 484,
616, 731,	731, 861,	732, 861,	732, 861,	732, 861,	732, 861,	861, 969,	732, 861,	616, 732,	616, 732,
861, 969,	969, 1087,	969, 1087,	969, 1087,	969, 1087,	969, 1087,	1087, 1214,	969, 1087,	861, 969,	861, 969,
1087, 1214,	1214, 1361.	1214, 1361.	1214, 1361.	1214, 1361.	1214, 1361.	1361.	1214, 1361.	1087, 1214	1087, 1215
1361.								1361.	1361.
34, 135,	34, 135, 250	34, 135, 250	135, 250,	34, 135, 250	34, 135, 250	34, 135, 250	34, 135, 250	135, 251,	34, 135,
250, 358,	358, 484,	358, 484,	358, 484,	358, 485,	358, 485,	358, 485,	358, 485,	485, 617,	251, 359.
484, 616,	617, 732,	617, 732,	617, 733,	617, 733,	617, 733,	733, 862,	617, 733,	733, 862,	485, 617,
732, 862,	862, 970,	862, 970,	862, 970,	862, 970,	862, 970,	970, 1088,	862, 970,	970, 1088,	733, 862,
970, 1088,	1088, 1215,	1088, 1215,	1088, 1215,	1088, 1215,	1088, 1215,	1216, 1362.	1088, 1216,	1216, 1362	970, 1088,
1215, 1362.	1362.	1362.	1362.	1362.	1362.		1362.		1216, 1362

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Locality.	General Condition of Labour	Agriculture	Fishing	Lumbering	Manufacturing	Mining	Railroad Construction and employment	Other Industries
Guelph	34, 135, 251 359, 485, 617, 733, 862, 971, 1088, 1216, 1363.	135, 251, 359, 485, 1216, 1363.			34, 485.		34, 135, 251 359.	
Berlin	35, 136, 251 359, 486, 618, 734, 863, 971, 1089, 1217, 1363.	35, 136, 252 360, 486, 618, 734, 863, 971, 1090, 1217, 1364.		136.	35, 136, 252 360, 486, 618, 734, 863, 971, 1217, 1364.			1090.
Woodstock	36, 136, 252 360, 486, 619, 735, 863, 972, 1090, 1218, 1364.	36, 137, 253 361, 487, 619, 735, 864, 972, 1091, 1218, 1365.			36, 137, 253 361, 487, 619, 735, 864, 973, 1091, 1218, 1365.		36, 137, 253 361, 735, 1091, 1218, 1365.	
Stratford	37, 138, 254 362, 488, 620, 736, 865, 973, 1091, 1218, 1365.	37, 138, 254 362, 488, 620, 736, 865, 973, 1091, 1219, 1365.			37, 138, 254 362, 488, 620, 736, 865, 973, 1092, 1219, 1365.		37, 138, 254 362, 488, 736, 1365.	
London	38, 138, 255 362, 489, 621, 736, 865, 974, 1092, 1219, 1366.	38, 139, 255 363, 621, 1367.	621.		363.		38, 139, 363 621, 737.	
St. Thomas	39, 140, 256 364, 490, 622, 738, 867, 975, 1093, 1221, 1367.	40, 140, 256 364, 491, 623, 738, 975, 1222, 1368.			40, 140, 256 365. 491, 623, 738, 867, 975, 1094, 1222, 1368.		40, 140, 256 365, 491, 867, 975, 1094, 1368.	
Chatham	40, 140, 257 365, 491, 623, 739, 868, 1222, 1369.	41, 141, 257 365, 491, 624, 739, 1222, 1369.	624.		41, 366, 491 624, 868, 1222, 1369.		41, 366, 491 624, 868, 1223.	
Windsor	41, 141, 257 366, 492, 624, 739, 869, 976, 1095, 1223, 1370.	41, 142, 258 366, 492, 740, 1224, 1370.	1095.	366, 492.	42, 142, 366 492, 624, 740, 869, 976, 1224.		258, 624, 1370.	

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Building Trades.	Metal, Engineering and shipbuilding Trades.	Woodworking and Furnishing Trades.	Printing and Allied Trades.	Clothing Trades.	Food, and Tobacco Preparation.	Leather Trades.	Miscellaneous.	Transport.	Unskilled Labour.
34, 135, 251, 359, 485, 617, 733, 862, 971, 1089 1216, 1363.	35, 135, 251 359, 485, 618, 733, 862, 971, 1089, 1216, 1363.	35, 135, 251 359, 485, 618, 733, 862, 971, 1089, 1216, 1363.	35, 135, 251 359, 485, 618, 733, 863, 971, 1089, 1216, 1363.	35, 135, 251 359, 485, 618, 733, 863, 971, 1089, 1216, 1363.	35, 136, 251 359, 485, 618, 733, 863, 971, 1089, 1216, 1363.		35, 136, 251 359, 486, 733, 1089.		35, 136, 251, 359, 486, 618, 733, 863, 971, 1089 1216, 1363
35, 136, 252, 360, 486, 618, 734, 863, 972, 1090, 1217, 1364.	35, 136, 360 619, 734, 863, 972, 1090, 1217, 1364.	35, 136, 252 360, 486, 619, 734, 863, 972, 1090, 1217, 1364.	35, 136, 252 360, 486, 619, 734, 863, 972, 1090, 1217, 1364.	252, 360, 486, 619, 734, 863, 972, 1090, 1217, 1364.	136, 360, 486, 619, 734, 972, 1090, 1217, 1364.	136, 252, 486, 619, 734, 863, 972, 1090, 1217, 1364.	35, 136, 486 619, 734, 863, 972, 1090, 1217, 1364.	252, 486, 619, 734, 863, 972, 1090.	35, 136, 252, 360, 486, 619, 734, 863, 972, 1090, 1217, 1364,
36, 137, 253, 361, 487, 619, 735, 844, 973, 1091, 1218, 1365.	37, 137, 253 361, 487, 620, 735, 864, 973, 1091, 1218, 1365.	37, 137, 253 361, 487, 620, 735, 864, 973, 1091, 1218, 1365.	37, 137, 253 361, 487, 620, 735, 864, 973, 1091, 1218, 1365.	37, 137, 253 361, 487, 620, 735, 864, 973, 1091, 1218, 1365.	37, 137, 253 361, 487, 620, 735, 864, 973, 1091, 1218, 1365.	37, 137, 254 361, 487, 735, 864, 973, 1091, 1218, 1365.	37, 137, 254 361, 487, 735, 864, 973, 1091, 1218.	37, 138, 254, 361, 487, 620, 735, 865, 973, 1091, 1218, 1365	37, 138, 254, 361, 487, 620, 735, 865, 973, 1091 1218, 1365
37, 138, 254, 362, 488, 620, 736, 865, 973, 1092, 1219, 1366.	37, 138, 254 362, 488, 620, 736, 865, 973, 1092, 1219, 1366.	37, 138, 254 362, 488, 620, 736, 865, 973, 1092, 1219, 1366.	37, 138, 254 362, 488, 620, 736, 865, 973, 1092, 1219, 1366.	37, 138, 254 362, 488, 620, 736, 865, 973, 1092, 1219, 1366.	37, 138, 254 362, 488, 620, 736, 865, 973, 1092, 1219, 1366.	38, 138, 254 362, 620, 736, 865, 1092, 1219, 1366.	38, 138, 254 362, 488, 620, 736, 865, 974, 1092, 1219, 1366.	38, 138, 254, 362, 488, 620, 736, 865, 974, 1092, 1219, 1366	38, 138, 254, 362, 488, 621, 736, 865, 974, 1092, 1219, 1366
38, 139, 255, 363, 489, 621, 737, 866, 974, 1093, 1220, 1367.	39, 139, 255 363, 489, 622, 737, 866, 974, 1093, 1220, 1367.	39, 139, 256 363, 489, 622, 737, 866, 974, 1093, 1220, 1367.	39, 139, 256 363, 489, 622, 737, 866, 974, 1093, 1221, 1367.	39, 139, 256 363, 489, 622, 737, 866, 974, 1093, 1221, 1367.	39, 139, 256 364, 489, 622, 737, 866, 974, 1093, 1221, 1367.	39, 256, 364 490, 622, 737, 1367.	140, 256, 364, 490, 622, 737, 867, 975, 1221, 1367.	39, 140, 256, 364, 490, 622, 737, 867, 975, 1093, 1221, 1367	39, 140, 256, 364, 490, 622, 737, 867, 975, 1093, 1221, 1367
40, 140, 256, 365, 493, 623, 738, 868, 975, 1094, 1222.	40, 140, 257 365, 491, 623, 738, 868, 975, 1094, 1222.	40, 140, 365 491, 738, 975, 1094, 1222.	40, 140, 257 365, 738, 868, 975, 1094, 1222.	40, 140, 257 365, 738, 868, 975, 1094, 1222.	40, 140, 365 738, 975, 1094.	140, 1094.	40, 140, 1094, 1222.	40, 738, 975, 1094, 1222.	40, 140, 257, 365, 623, 738, 868, 975, 1095.
41, 141, 257, 366, 491, 624, 739, 868, 1223, 1369.	41, 141, 257 366, 491, 624, 739, 868, 1223, 1369.	41, 141, 257 366, 491, 624, 739, 868, 1223, 1369.	41, 141, 257 366, 491, 624, 739, 868, 1223, 1369.	41, 141, 366 491, 624, 739, 868, 1223, 1369.	41, 141, 366 491, 624, 739, 868, 1223, 1369.	41, 141, 257 366, 491, 624, 739, 868, 1223.	41, 141, 257 366, 491, 624, 739, 868, 1369.	41, 141, 257, 366, 491, 624, 739, 868, 1223, 1369	41, 141, 257, 366, 491, 624' 739, 869, 1223 1370
42, 142, 258, 366, 492, 624, 740, 869, 976, 1095, 1224 1370.	42, 142, 258 366, 492, 624, 740, 869, 976, 1095, 1224, 1370.	42, 142, 366 492, 624, 740, 869, 976, 1095, 1224, 1370.	42, 142, 258 366, 492, 624, 740, 869, 976, 1095, 1224, 1370.	42, 142, 258 366, 492, 625, 740, 869, 976, 1095, 1224, 1370.	42, 142, 258 492, 625, 740, 869, 976, 1095, 1224, 1370.	142, 258, 366, 492, 625, 869, 1224. 976, 1095, 1224,	42, 142, 258 366, 492, 625, 740, 869, 976, 1095, 1224, 1370,	42, 142, 258 366, 493, 625, 740, 869, 976, 1095, 1224	42, 142, 258, 366, 493, 625, 740, 869, 976, 1095 1224, 1370

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Ontario—								
Sault Ste. Marie..	142, 258, 367, 493, 625, 740, 869, 976, 1096, 1224, 1370.	143, 259, 367, 1371.	143, 367, 1371.	143, 259, 367, 1371.	259, 367, 1371.	143, 259, 367, 1371.		1371.
Port Arthur and Fort William...	259, 367, 494, 625, 741, 977, 1225, 1371.	368.	368, 626, 1372.	260, 368, 625, 1372.	368, 494.	260, 368, 626, 1372.	260, 368.	
Manitoba—								
Winnipeg.....	42, 143, 260 368, 495, 626, 741, 870, 977, 1096, 1227, 1373.	43, 144, 261 369, 496, 626, 871, 978, 1097, 1228, 1374.		627.	369.		43, 144, 369 496, 871, 978, 1097, 1228, 1374.	
Brandon.....	43, 145, 262 370, 497, 627, 743, 872, 978, 1098, 1229, 1374.	44, 145, 263 370, 497, 627, 744, 872, 979, 1098, 1230, 1375.		44, 263, 498	145, 498, 628, 744, 979.		44, 145, 263 370, 498, 628, 744, 873, 979, 1230.	44, 263.
Saskatchewan—								
Moose Jaw.....	44, 146, 264 371, 499, 628, 744, 873, 980, 1099, 1231, 1376.	45, 147 265 499, 629, 745, 873.			147, 265, 499, 873.	147, 265, 499,	45, 147, 265 499.	
Alberta—								
Edmonton.....	45, 148, 266 501, 631, 746, 875, 1101, 1233, 1378.	45, 14 267 502, 632, 876, 1233, 1378.	747.	149, 502, 632, 747, 876, 1102, 1233, 1378.	45, 149, 267 502, 876, 1378.	46, 502, 632 747, 876, 1102.	46, 149, 267 632, 1378.	1102.
Calgary.....	46, 147, 266 500, 630, 745, 874, 980, 1100, 1231, 1377.	266, 501, 746, 874, 981, 1231, 1377.		630, 746, 981.	266, 1232.	47, 501, 630 746, 874, 981, 1232.	266, 874, 1232.	746, 981.
British Columbia—								
Nelson.....	47, 149, 267 371, 502, 632, 747, 982, 1102, 1234, 1379.	149, 268, 372, 1234.		268, 372, 503, 633, 1234, 1379.	48, 149.	48, 268, 372 503, 633, 1379.		

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THE

LABOUR GAZETTE

JULY, 1906

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JUNE, 1906.

I.—GENERAL SUMMARY.

INDUSTRIAL and labour conditions throughout Canada during June were still more active than in May, and considerably more active than during the corresponding period of 1905. This was largely the result of the extensive railway construction work in progress in Quebec, Ontario and the western provinces, which affected the unskilled labour market over a very wide area. In the agricultural industry the outlook at the close of the month, in view of the increased acreage and favourable weather, was for a heavier yield than in 1905. The mining and manufacturing industries were more active than in any former year, and the output of the lumber mills in British Columbia exceeded the highest previous record. Traffic on the railways was exceedingly heavy and the progress of settlement in Western Canada unprecedentedly rapid. Civic improvement work and the building trades were in the midst of their season of greatest activity.

An important feature of the month was an increasing shortage in the supply of labour reported in several localities and branches of employment. In the Maritime provinces, the operations of certain of the coal and steel companies were stated to have been somewhat curtailed through lack of help. In Ontario and Quebec, farm and railway labourers and domestic servants were very scarce, and factory hands in several of the large centres were in great demand. Ship labourers at Quebec, Que., and Montreal, Que., were also among classes in which a scarcity was reported. In the prairie provinces, the extensive railway construction operations in progress and the expansion in agriculture created an exceptional demand for men which the heavy arrivals of immigrants did not satisfy. As the season advances, these conditions are expected to be intensified and arrangements were already in preparation for obtaining a supply of labour for the western harvest. In British Columbia, railway construction labourers were scarce and a number of the metalliferous mines were short of help.

Changes in Wages and Hours.

The following is a statement, by industries and groups of trades, of the more important changes in wages and hours reported to the Department of Labour during June:—

Lumbering.—Deal carriers, slab carriers, and other employees about sawmills at Chatham, N.B., recently received an advance of 10 per cent. in wages.

Building trades.—Plumbers at Halifax, N.S., had their wages increased. Builders' labourers (210) at Quebec, Que., were increased from 15½-16⅔ to 18⅓ cents per hour, dating from June 9. Stonecutters (10) at Guelph, Ont., had their wages raised from $3.00 to $3.20 per day of 8 hours, on June 1. At London, Ont., some fifteen bricklayers had their wages increased from 40 to 45 cents per hour. At Calgary, Alberta, stonemasons (55) had their wages increased from 55 to 60 cents per hour, and bricklayers (37) from 55 to 62½ cents per hour as the result of an agreement

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

effected under the Dominion Conciliation Act on June 12, after a strike which commenced on May 18th. The increased rate had been paid to some of the men prior to the settlement by one or two contractors, but was made binding on all for a period of three years after the settlement.

Metal, engineering and shipbuilding trades.—Coremakers (9) at Toronto, Ont., had their wages increased from $2.50 to $2.75 per day. Electrical workers (225) at Toronto, Ont., had their wages increased from 27½ to 32½ cents per hour after a strike. Iron moulders (24) at Winnipeg, Man., received an advance of 1½ cents per hour, the rate will be further increased by 1 cent per hour at the end of three months.

Printing and allied trades.—Hand compositors (125) in newspaper and job offices in Ottawa, Ont., had their wages increased from $13.00 to $13.50-$15.00 per week; linotype operators in the same establishments received an increase in wages of from $15.00-$18.00 to $15.50-$19.50 per week.

Civic employees.—A special committee appointed to examine into the question of the wages of corporation labourers and teamsters in Montreal, Que., recommended that the rate of the former be increased from $1.50 to $1.75 per day and of the latter from $2.25 to $2.75 per day after January 1.* At Ottawa, Ont., teamsters (200), carters (150), ward foremen and water main layers (25) had their wages increased, in the case of the first from 35 to 40 cents per day, in the case of the second from $2.00 to $2.25 per day, and in the case of the third from $1.92½ to $2.00 per day. Firemen at St. Thomas, Ont., received an increase of $5.00 per month in wages.

Railway employees.—The wages of locomotive engineers employed by the Michigan Central Railway Company were increased.**

Street railway employees.—Employees of the Ottawa Electric Street Railway Company (300) had their wages increased 10 cents per day on June 1, with an additional allowance for Sunday labour and overtime. Street railway employees at London, Ont., also received an increase.*

Unskilled labour.—Labourers at Montreal, Que., had their wages increased to $1.75 per day; the increase was not general, but a number of contractors were paying the new scale. Labourers on concrete work at Charlottetown, P.E.I., were increased from $1.25 to $1.50 per day. At several other points where a shortage in the supply of general labour prevailed, wages were upward in tendency.

Early closing arrangements went into effect in a large number of cities including St. John, N.B., Ottawa, Ont., Peterborough, Ont., Niagara Falls, Ont., Brantford, Ont., Guelph, Ont., Woodstock, Ont., Stratford, Ont., London, Ont., St. Thomas, Ont., Windsor, Ont., Sault Ste. Marie, Ont., Brandon, Man., New Westminster, B.C., and Ladysmith, B.C.

Cost of Living.

Prices of staple commodities during June maintained the firmness noted in May, most of the changes reported being in an upward direction. Farm produce was exceptionally high for the season at many points. Sugar advanced in price, and footwear, following the scarcity of leather and high price of hides, was upward in tendency. In woollen and linen textiles, also, a tendency towards advancing prices was noted. Tin, antimony, lead and other metals continued very high in price, though wire nails declined. Real estate and rentals were generally upward; a scarcity of workingmen's houses prevailed in several of the Canadian cities.

Interruptions to Industry.

The number of trade disputes in existence during June was seven less than in May, and there was a decrease of approximately 7,460 in the number of working days lost. Compared with June, 1905, there was an increase of fourteen in the number of disputes, but a decrease of about 10,519 in the number of working days lost.

Among industrial establishments destroyed by fire during June, the following, as reported in the press of the Dominion, may be mentioned:—

Nova Scotia.—Railway station at Pugwash Junction.

* See report of Montreal correspondent in present issue.

** See report of local correspondent in present issue.

* See report of local correspondent in present issue.

New Brunswick.—Storehouse at St. John.

Quebec.—Cartridge factory at Brownsburg; wharf and lumber at Chicoutimi, loss, $25,000; paint shop at Montreal, loss, $2,000; varnish factory at Montreal, loss, $10,000; business portion of town of Nicolet, loss, $500,000; grocery store and stock at Quebec; workshop at Stukeley, loss, $3,000.

Ontario.—Barn, grain and implements at Big Creek, loss, $5,500; barn and stock at Beamsville, loss, $5,000; steamer "Marita" Bobcaygeon; barn and stock at Carrick; electric sub-station at Grimsby, loss, $25,000; store at Hamilton, loss, $2,000; wagon shop at London; brick works at Toronto, loss, $2,500; asphalt factory at Toronto, loss, $8,000.

Manitoba.—Hotel at Winnipeg, loss, $25,000.

British Columbia.—Sawmill and lumber at Nakusp, loss, $25,000; electric light plant at Trail, loss, $18,000; woodworking factory, etc., at Vancouver, loss, $10,000.

On June 8 a heavy wind storm caused much damage in Western Ontario, buildings being blown down and property destroyed at many points.

Conditions in the Industries and Trades

Conditions of employment during June in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette,* and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Farmers were very busy with the root crop and with haying in a few localities. The outlook for the grain crop of the present season was on the whole considered very favourable. Railway crop reports in Western Canada continued very satisfactory, and though growth was somewhat slow during the opening weeks of the month, owing to the continuance of cool weather, conditions later became more favourable. The area under crop this season in Western Canada was estimated to show an increase of 11.8 per cent. In Manitoba, according to the spring crop report of the Provincial Government, the total increase in crop area is estimated at 655,597 acres, of which 497,949 represents the increase in the area under wheat. In Ontario and Quebec, prospects were very fair, copious rain falls in the opening weeks of the month having had a beneficial effect on small fruits, though grain, and especially oats, in some localities was somewhat damaged.

The first fruit report of the season issued by the Ontario Government stated that no injury to trees from winter killing was reported, though small fruits suffered considerably. The showing of apple bloom was pronounced never better. Peaches and grapes indicated an average crop but plums will be light.

The dairying industry was unprecedently busy, owing to the high price of cheese and the abundant grass supply.

In the Maritime provinces, the agricultural season was backward and growth was generally reported slow. Continued expansion in the industry was reported from British Columbia.

A scarcity in the supply of farm hands continued, being particularly felt in Quebec, Ontario and the prairie provinces. In the last, the stringency, it is anticipated, will be intensified later in the season, owing to the keen demand for unskilled labourers for railway construction work. According to an estimate of the Department of Agriculture of Manitoba, 20,136 farm hands and 3,642 female servants will be required.

The secretary of the North-west Grain Dealers' Association estimated the wheat crop of 1905 in Manitoba, Saskatchewan and Alberta at 865,574,600 bushels, of which 20,412,000 remained to be marketed.

The third annual convention of the Canadian Seed Growers' Association was held at Ottawa, June 27 and 28.

Fishing.

In the Maritime Provinces, the majority of the bank fishermen had returned from their spring operations; a number of schooners reported good catches, but others had a poor season. Cod fishing was reported exceptionally laborious, owing to the great depth at which the fish were found. Declines in the price of cod liver

oil affected the market somewhat but stocks of fish were generally light. A number of schooners cleared for the North Bay fishing grounds about the middle of the month.

Greater attention is being shown during the present season than in previous years in connection with the packing of herring, which were reported plentiful throughout the Gulf of St. Lawrence. The lobster catch was somewhat light, owing to the heavy storms which occurred about the middle of the month and which caused extensive damage to gear. The catch of gasperaux was also light, but shad and mackerel were fairly plentiful, and salmon fishing in the New Brunswick rivers has been more successful than in many previous seasons.

On the Great Lakes a scarcity of fish, especially perch, trout and white fish, was complained of, though in some localities catches were heavier than in May.

In British Columbia, the run of spring salmon was concluded and arrangements with regard to the price to be paid for fish during the sockeye season on the Fraser River were under discussion between the fishermen and cannerymen. The latter offered a rate of 25 cents per fish during July, and 20 cents during August. Last year, the rate was 12½c. per fish during July, and 10c. during the balance of the season.* Heavy catches of halibut were made off Vancouver Island.

The Dominion Fisheries Commission resumed its sessions in Vancouver, B.C., during the month.

Lumbering.

Notwithstanding the favourable outlook in the closing week of May, a considerable amount of timber will probably be hung up on the New Brunswick rivers. Employment was very active in this province and in Quebec and Ontario, in connection with the final work of the drive; in the latter provinces fair success was reported. Saw-milling was at the height of its season of activity.

By Order in Council dated June 7, a forest reserve was established by the Government of the Province of Quebec in the Saguenay district. A number of water powers and timber limits were disposed of by the Quebec Government during June and brought higher average prices than were ever paid previously.

In British Columbia the output both in the woods and in the mills was greater than at any previous period. In all sections of the province the mills were working to their utmost capacity, and had heavy orders on hand. This was largely caused by the rapid progress of settlement in the prairie provinces.

Arrivals of Canadian lumber at Liverpool, Eng., were lighter during May than in the same month for several years past, though business was of a steady character.

Mining.

Employment was very active in the Nova Scotia collieries and a scarcity of unskilled labour was reported at certain points. The output has been largely in excess of 1905. The shipping season has also been very favourable, and the tonnage forwarded in excess of last year.* In Quebec, asbestos mining was very active. Mining and development work at Cobalt, Ont., continued very busy. During the three months ended March 31, 1906, the silver values of shipments from this district were estimated at $364,248, and the cobalt, nickel and arsenic values at $400,000. Many mines have been confining operations largely to prospecting and the instalment of machinery. A number of new discoveries were reported. In British Columbia, conditions were exceedingly active in the metalliferous mines, a scarcity of employees being reported.** The coal mines on Vancouver Island were less active owing to a falling off in the demand in the San Francisco market; elsewhere coal production was heavy.

Manufacturing.

Manufacturing establishments continued exceedingly busy throughout June. Large numbers were working over-time with full staffs and found it difficult to keep up with orders. A scarcity of labour was reported

* For statement re preparations for sockeye season see report of Victoria, B.C., correspondent in present issue.

* The comparative statement re shipping seasons of 1905 and 1906 see report of Sydney, N.S., correspondent in present issue.

** See report of Nelson correspondent elsewhere in the present issue.

in several localities in Ontario; in others the obtaining of a sufficient supply of raw material was somewhat difficult, owing to the heavy production. Sash and door factories, brick yards and agricultural implement factories were especially busy, but boot and shoe establishments were less active than in May. The iron and steel establishments at Sault Ste. Marie and Sydney were very active and additional heavy orders for steel rails were placed during June.

It was stated that during the year ended June 7, 1906, the Lake Superior Corporation produced 148,000 tons of steel rails and 121,000 tons of pig iron, compared with 90,000 tons of rails and 50,000 tons of pig iron in the preceding year. The annual statement of the Dominion Steel Company, published during June, announced a surplus of $652,594 as a result of the past year's operations, total sales for the year being reported as follows:—

Pig iron	25,393 tons
Billets and bloom	17,145 "
Rails	101,245 "
Wire rods	45,553 "

The plant was reported in a satisfactory condition, many improvements having been carried out. Since January the company has been producing over 20,000 tons of steel per month, against an average of less than 14,000 in 1905. Shipments in May were 21,000 tons.

Reports from the canning industry in Ontario, which in a general way may be said to be limited to three districts—the Picton and Belleville, the Niagara peninsula, and the Essex and Kent districts—were on the whole of a favourable nature. The outlook for fruit and vegetables is for a good average crop. Aside from crop results the cost of raw material and of labour are determining factors in the price of the pack, and both of these are expected to be higher than last year. The high price of tin and solder is also expected to affect the opening prices of canned goods. Markets in all lines were reported nearly bare.

Railway Construction.

Employment in connection with railway construction operations was exceedingly busy in Quebec, Ontario and the prairie provinces. The demand for men was very keen and in several localities exceeded the supply, especially in the La Tuque section in Quebec. Work in connection with the National Transcontinental line became much more active during the month and several thousands of men were occupied in the closing week of June. It was estimated that the expenditures to be made during the present season on railway construction in Canada, including expenditure of the Canadian Pacific, the Canadian Northern, the Grand Trunk Pacific and the Great Northern Railway companies, would exceed $100,000,000.

Several survey parties were working in the Rocky Mountains locating the route of the Grand Trunk Pacific Railway. It was stated that until the surveys were completed the company would not be in a position to announce where or when the work of construction would be begun.

The Grand Trunk Pacific Terminal Elevator Company was incorporated with a capital of $5,000,000, for the purpose of erecting and operating elevators on the Great Lakes in connection with the Grand Trunk Pacific Railway. It was estimated that the elevators would be ready to handle the 1907 crop of Western Canada.

An order for 1,000 box-cars was placed by the Canadian Pacific Railway Company with the Angus shops at Montreal, Que., representing an outlay of about $1,000,000, on June 1. The total of the contracts for that company at these shops now aggregates about $2,000,000.

Estimates and plans for the installation of a telephone service to be owned and operated by the Grand Trunk Railway Company, throughout its system, were recently prepared.

General Transport.

Railway employees had a very busy month. Freight traffic was heavy, and passenger traffic was stimulated by the opening of the excursion and tourist season. The heavy arrivals of immigrants also gave much additional employment to transportation companies. Earnings of railway companies continued to show large increases compared with 1905.

Shipments from the port of Montreal, Que., showed during May an increase in wheat, cattle, cheese, and other lines, and

TABLE SHOWING STATE OF EMPLOYMENT IN CANADA

[This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, in the several trades and industries throughout the Dominion. This table has reference only to the amount of treated under separate headings in the *Gazette*. In tabulating the information in question the terms employed able or unfavourable, as follows: (1) active, busy, very busy, (2) quiet, dull, very dull.]

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Dull	Active	Active	Very busy	Very busy	.....	Active
Halifax	Busy	Active	Active	Active	Active	.....	Quiet
Prince Edward Island—							
Charlottetown	Active	Active	.....	.....	Active	Busy	Active
NewBrunswick—							
Moncton	Busy	Active	Busy	.....	Busy	Busy	Busy
Chatham	.....	Active	Busy	.....	.....	.....	Active
St. John	Active	Active	Very busy	Busy	Busy	Busy	Active
Quebec—							
Quebec	Busy	.....	Very busy	.....	Active	Very busy	Active
Three Rivers	Busy.	Active	Very busy	.....	Active	Busy	Busy
Sherbrooke	Busy	.....	Busy	Busy	Busy	Very busy	Busy
St. Hyacinthe	Very busy	.....	.....	.....	Very busy	.....	Active
Montreal	.....	.....	.....	.....	Busy	.....	Busy
Hull	Busy	.....	Very busy	Very busy	Busy	.....	Busy
Ontario—							
Ottawa	Busy	.....	Very busy	.....	Active	Active	Busy
Kingston	Busy	Active	Active	Active	Busy	Active	Active
Belleville	Busy	Active	Active	Very busy	Busy	.....	Very busy
Peterborough	Busy	.....	Very busy	Quiet	Busy	Active	Active
Toronto	Very busy	.....	.....	.....	Very Busy	Very busy	Very Busy
Niagara Falls	Very busy	.....	.....	.....	Busy	Busy	Quiet
St. Catharines	Busy	.....	.....	.....	.....	Busy	Busy
Hamilton	Busy	.....	.....	.....	Busy	Busy	Busy
Brantford	Busy	.....	.....	.....	Very busy	.....	Busy
Guelph	Active	.....	.....	.....	Active	Busy	Busy
Berlin	Very busy	.....	.....	.....	Very busy	.....	Busy
Woodstock	Very busy	.....	.....	.....	Very busy	Busy	Very busy
Stratford	Busy	.....	.....	.....	Busy	.....	Busy
London	Busy	.....	.....	.....	Busy	Busy	Very busy
St. Thomas	Busy	.....	.....	.....	Busy	Busy	Active
Chatham	Very busy	.....	.....	.....	Active	Active	Quiet
Windsor	Busy	.....	.....	.....	Busy	.....	Active
Sault St. Marie	.....	.....	Active	.....	Very busy	.....	Active
Manitoba—							
Winnipeg	Very busy	.....	.....	.....	Busy	Very busy	Very busy
Brandon	Very busy	.....	Busy	.....	Busy	Very busy	Very busy
Saskatchewan—							
Moose Jaw	Busy	.....	.....	.....	.....	Busy	Busy
Alberta—							
Calgary	Busy	.....	.....	Very busy	.....	.....	Active
Edmonton	Very busy	.....	Very busy	Busy	Busy	Very busy	Active
British Columbia—							
Nelson	Busy	.....	Very busy	Very busy	.....	.....	.....
New Westminster	Busy	Quiet	Very Busy	.....	.....	.....	Active
Vancouver	Active	Active	Busy	Active	Active	.....	Active
Victoria	Very busy	Busy	Very busy	Busy	Active	Active	Active
Nanaimo	Active	Quiet	Very busy	Quiet	.....	Quiet	Dull

(1) Electrical workers dull. (2) Cigarmakers dull.

a decrease in corn, oats, barley, butter and bacon, as compared with last year. More detailed returns are as follows:—

	1906.	1905.
Wheat bushels	3,643,000	1,421,000
Corn "	488,000	1,405,000
Oats "	401,000	724,000
Barley "	181,000	498,000
Flaxseed "	356,000	.....
Butter, boxes	28,329	22,928
Cheese "	176,000	161,000
Lard, packages	45,000	47,000
Hams and bacon, pkgs	12,000	14,000
Cattle, head	19,000	15,000

The revenue of the port up to the end of May also showed a heavy increase, as compared with 1905.

During May, total receipts of grain at Fort William and Port Arthur, Ont., were 5,433,321 bushels, and total shipments 7,516,598 bushels, compared with total receipts of 1,668,332 and total shipments of 3,922,346 bushels in May, 1905.

DURING THE MONTH OF JUNE, 1906,

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, SERIES G., No. 31.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment employment prevailing, no account being taken of wages changes, trade disputes and kindred phenomena are divided into two groups, the order indicating in each the degree to which general conditions were favour-

Metal, Engineering, Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	Active	Busy
.....	.....	Busy	Active	.....	.....	Active	.....	Very busy
Active	Active	Busy	Active	Active	Active	Active	Active	Active
Active	Active	Active	Active	Active	Quiet	Active	Active	Very busy
.....	.....	.....	.....	.....	.....	Busy	.....	Busy
Active	Active	Very busy	Active	Active	.....	Busy	Active	Active
Active	.....	Quiet	Quiet	Quiet	Active	Busy	Busy	Active
Active	Busy	Busy	Very busy	Busy	Active	Busy	Busy	Busy
Busy	Active	Active	Very busy	Busy	.....	Busy	Active	Very busy
Active	Active	Very busy	(2) Busy	Active	Very busy	Active	Active	Very busy
Busy	Busy	Busy	Active	Busy	Active	Busy	Busy	Busy
.....	.....	.....	Busy	.....	.....	Busy	.....	Busy
Busy	Busy	Busy	.....	.....	Active	Busy	Busy	Very busy
Active	Active	Busy	Active	Active	Active	Very busy	Active	Active
Busy	Busy	Busy	Very busy	Busy	Quiet	Busy	Busy	Very busy
Active	Busy	Active	Quiet	Active	Busy	Active	Active	Busy
Very busy	Busy	Quiet	Active	Active	Active	Busy	(5) Active	Busy
Active	Active	Active	Active	Busy	.....	Busy	Busy	Active
Active	Active	Active	Busy	Active	Active	Busy	Quiet	Active
Active	Busy	Very busy	Quiet	Active	.....	Busy	Busy	Busy
Busy	Active	Busy	Active	Active	Active	Busy	Active	Active
Active	Active	Active	Active	Active	.....	.....	Active	Busy
Busy	Active	Busy	.....	.....	.....	.....	Busy	Busy
Active	Very busy	Busy	Active	Busy	Busy	Busy	Active	Very busy
Active	Busy	Busy	Very busy	Busy	Active	Busy	Active	Active
Busy	Busy	Busy	Busy	Quiet	Busy	Busy	.....	Busy
Active	Active	Busy	Active	Active	.....	Busy	Active	Active
(3) Active	Active	Busy	Dull	Active	Quiet	Busy	Active	Busy
Active	Active	Active	Very busy	Active	Active	Busy	Active	Active
Active	Active	Active	Active	Active	.....	Active	Active	Active
Quiet	Very busy	Quiet	Very busy	Active	Very busy	Busy	Active	Very busy
Active	Busy	Active	Active	Active	Quiet	Busy	Active	Very busy
Active	Active	Active	Active	Active	Active	Busy	Active	Busy
Busy	Busy	Active	Busy	Busy	Active	Busy	Active	Quiet
Active	Very busy	Busy	Active	Very busy	Active	Active	Active	Active
.....	.....	.....	.....	.....	.....	.....	.....	Very busy
(1) Busy	Busy	Busy	Active	Active	Active	Busy	Active	Very busy
Busy	Active	Busy	Quiet	Active	Active	Busy	Active	Active
Active	Active	Busy	(4) Busy	Active	Active	Active	Active	Busy
Active	.....	.....	Dull	.....	.....	Quiet	.....	Active

(3) Ironmoulders and blacksmiths dull. (4) Tailors dull. (5) Barbers and hotel employees busy.

A deputation representing railway trainmen employed by a number of Canadian railway companies waited upon the Board of Railway Commissioners at Ottawa, Ont., on June 15, with a request that the existing legislation for the protection of trainmen be strictly enforced and that certain new regulations be framed. The Commissioners promised full consideration of the statement presented.

Navigation opened on the Yukon River in the opening week of the month.

The Trades.

Building.—Employment was very active, bricklayers, masons, carpenters and plasterers working full capacity in the great majority of the large centres. Plumbers at certain points had not yet entered upon their season of greatest activity, but all

classes with the exception of painters and decorators, were busier than in May, the outlook being that the present season would exceed any previous year in the number and value of buildings erected in Canada.

Metal, engineering and shipbuilding.—Employees of metal working establishments were very busy. Electrical workers and linemen had also a busy month. Bicycle workers were very active.

Woodworking and furnishing.—Employees in woodworking establishments, especially those engaged in the manufacture of building materials, were working to fullest capacity. Carriage and wagon makers were also very busy. Coopers were busy on cheese boxes and fruit packages at many points.

Printing and allied.—Bookbinders continued busy at a number of points. The other branches were for the most part active.

Clothing.—Conditions were favourable. Tailors were on the whole less busy than in May, but were still very active. Garment workers were well employed. Employment in the boot and shoe factories was fair, but there was a decline compared with May, though the outlook for the shoe trade was encouraging, sorting orders being reported unusually active and the demand for sporting lines heavy.

Leather.—Owing to unsettled market conditions, the production of tanneries was somewhat limited. Prices had an upward tendency, and raw material was in keen demand.

Food and tobacco preparation.—Conditions have been somewhat quiet in the baking trade; bread prices were generally upward. The confectionery trade was active notwithstanding the cool weather. Wheat and flour markets were strong and millers had an active month. Ice drivers were busy. Cigarmakers had a fair month. The commencement of work in the fruit canning factories gave employment to many hands.

Miscellaneous.—The opening of the tourist season increased employment for barbers, hotel and restaurant employees, and other classes at a number of points. Laundry workers were very busy. Retail clerks and stenographers were in better demand than for some time previous in Western Canada.

Unskilled labour.—The supply of this class of labour was in many points unequal to the demand, owing to the great activity of railway construction, agricultural operations, and civic improvement work.*

Canadian Trade and Revenue.

Foreign.—The total imports entered for consumption during May, 1906, were valued at $27,076,170, compared with $23,722,812 in May, 1905. For the eleven months ending May 31, 1906, the total imports were $257,421,427, compared with $233,274,627 in the corresponding period of 1905. The total domestic exports during May, 1906, were $18,476,815, compared with $12,156,721 in May, 1905. For the eleven months period ending May 31, 1906, total exports were $208,233,972, compared with $166,098,124 in the corresponding period of the fiscal year 1904-05. The chief increases in the exports during May, 1906, were under the headings of agriculture ($4,916,860), products of the mine ($921,694), and products of the forest ($835,351).

Imperial trade.—According to reports received from commercial agents at the Department of Trade and Commerce, imports of Canadian bacon into Great Britain continued to increase. A good market for Canadian fruits and aluminum was also reported. The trade in manufactured articles with Australia was stated to offer good openings.

Domestic trade.—Wholesale trade showed a tendency to slacken, though some lines were very active. Hardware dealers were very busy, and the trade in metals continued exceptionally heavy. Grocery firms reported that the turn-over for the season would be satisfactory. The warm weather caused an increase in the demand for staple dry goods, millinery and clothing. A feature of the dry goods trade was the unusually heavy demand for house furnishings, this being regarded as a reflection of the prevailing prosperity. The volume of trade in paints and oils diminished with the approach of midsummer. Orders for the autumn trade were active in view of

* See opening paragraph of present article.

the favourable crop returns, the heavy output of dairy produce, and the general prosperity of the country. Collections and remittances were well made. Canadian securities were in demand with prices steady.

A number of the Canadian chartered banks held their annual meetings during June, and in every case a large expansion in business, compared with previous years, was reported. The *Merchants' Bank* reported an increase in earnings, attributed to better trade conditions and to the better opportunities offering for the employment of capital, enabling an addition of $200,000 to be made to rest account. The *Ontario Bank* reported an increase of $634,040.25 in deposits, and a steady improvement in general business. The *Quebec Bank* enlarged its rest fund by $100,000. The *Sovereign Bank* showed an increase of $3,542,000 in deposits and of $53,491 in profits over the previous year; the number of officers of the bank increased from 247 in 1905 to 358 in 1906. The *Standard Bank* had a good year, transferring $100,000 to reserve fund from profits, and $184,278 to reserve fund from premium on new stock. The *Traders' Bank* transferred $150,000 to rest account, and reported profits in excess of previous years, and new business of a most desirable character offering. The *Union Bank* increased its capital during the year by the sale of 5,000 shares at $140 per share, out of which $200,000 was added to reserve fund. Nearly all of the above banks opened new branches and agencies during the year.

Revenue.—The total revenue on consolidated fund during June was $6,294,286.39, compared with $6,150,428.18 in June 1905. For the twelve months ending June 30, 1906, the total was $78,006,588.58, compared with $69,474,757.54 in the previous fiscal year.

Expenditure on account of consolidated fund was $3,854,899.14 in June 1906, compared with $3,422,364.61 in June 1905. For the year ending June 30, 1906, the total expenditure was $54,061,324.38, compared with $50,279,597.14 in the previous year.

The expenditure on capital account during June, 1906, was $946,728.48, of which the main items were:—

Public Works, Railways and Canals	$646,411.70
Bounties	173,612.51

Notes.

The commission appointed under the act passed at the recent session of the Ontario Legislature "To provide for the *transmission of Electric Power* to Municipalities," was appointed during the month, the Hon. Adam Beck being appointed chairman.

The *Ontario Railway and Municipal Board of Commissioners,* provided for by special act of the recent session of the Provincial Legislature, was appointed during June. Mr. Jas. Leitch, K.C., of Cornwall, Ont., was appointed chairman, the other members being Mr. Andrew B. Ingram, M.P., of St. Thomas, Ont., and Mr. H. M. Kittson of Hamilton, Ont.

The Sixteenth Annual Convention of the *Canadian Electrical Association* was held at Niagara Falls, Ont., on June 19-21. The annual meeting of the *Canadian Wholesale Druggists' Association* took place at Gananoque, Ont. A convention of the *Associated Boards of Trade of Western Canada* was held at Edmonton, Alta., on June 13. The fuel problem in the west was discussed, with reference to the steady increase in prices during the past few years. The development of the denatured alcohol industry from waste products of the farm was advocated.

A number of *co-operative apple packing and selling associations* were reported in process of organization during the winter and spring months of the present year, information having been received at the department with regard to the following:—*

Name of Association.	Name of Secretary or Manager.	Address
Belleville Co-operative Association	F. S. Wallbridge	Belleville, Ont.
Grimsby Co-operative Association	J. Biggar	Grimsby, Ont.
Newcastle Co-operative Association	H. C. Bowen	Newcastle, Ont.
Orillia Co-operative Association	R. A. Leham	Orillia, Ont.
Owen Sound Co-operative Association	W. P. Telford	Owen Sound, Ont.
Oshawa Co-operative Association	Elmer Lick	Oshawa, Ont
Randolph Co-operative Association	J. G. Mitchell	Thornbury, Ont.

* A special article dealing with the operations of co-operative apple packing and selling associations in Canada, with a list of those in existence during 1905, was published in the December, 1905, issue of the Labour Gazette, at page 654.

The investigation into the operations of the *Dominion Wholesale Grocers' Guild* was continued before the police magistrate at Hamilton, Ont., on May 31. Evidence was taken to the effect that the Guild employed what was termed an equalized sugar freight rate, under the operation of which sugar brought from Montreal cost the dealer more in Port Hope than in Toronto or London, Ont., though the distance to the former point was less. It was stated in reply that these rates were fixed largely by railway competition. Two retail grocers testified that they were unable to buy tobacco, sugar, syrup, starch, salt and rice from the Guild or from manufacturers except at retail prices. Evidence was also adduced that as a result of the Guild's action certain manufacturers canvassed only members of the Guild and would not sell to others outside of that body. An officer of a canning company gave evidence to the effect that the company had found difficulty in disposing of its goods owing to the wholesalers having an agreement with the Canners' Consolidated Company to buy only from the latter. The case was enlarged on June 1 owing to the inability of defendant's counsel to attend. On June 20 the final arguments of counsel were heard. The magistrate committed the defendants for trial.*

* For statements relating to proceedings in connection with this investigation in previous months, see Labour Gazette for January, 1906, page 785; for February, 1906, page 910; for March, 1906, page 1023; and for April, 1906, page 1149.

II. REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of June Mr. James R. Bastien, was appointed correspondent to the *Labour Gazette* for Moose Jaw, Sask., and district.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during June continued in the same healthy condition as in May. A scarcity of unskilled labour affected the output of the collieries to a considerable extent, but the supply of skilled labour, both in the coal and steel industries, was equal to the demand.

The favourable shipping season has placed the output of nearly every Nova Scotia colliery very much in advance of the first five months of last year. In May the Dominion Coal Company produced 330,015 tons of coal, against 274,295 in the same month last year. During the first five months of the year the increase amounted to 244,295 tons. The increase in the output of the Nova Scotia Steel Company during the same period was 68,794 tons; of the Cumberland Railway and Coal Company, 33,720 tons; of the Intercolonial Coal Company, 40,159 tons; of the Inverness Railway and Coal Company, 14,734 tons; and of the Acadia Coal Company, 7,982 tons.

The iron and steel works were very busy. The Dominion Steel Company, it was stated, has orders ahead which will keep the works active for two years. The Nova Scotia Steel Company was also said to be heavily supplied with orders.

Shipping was very busy during June. Louisburg port, while not so busy as Sydney in coal shipments, has done a heavy import trade.

The limestone quarries of Marble Mountain are now employing at least 600 men. The limestone is shipped to Sydney, and stored. Point Edward quarries are being opened up by the Nova Scotia Steel Company, and the number of men employed is being increased.

The new brick power house at Dominion has been completed, and machinery for electrical purposes is being installed. This power will be applied to pumps and haulage underground, and will take the place of steam and compressed air. The new bankhead at Dominion No. 6, is well under way, and the compressors will soon be running. This colliery is being worked on the long wall system.

Wholesale and retail trade was active.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather has been unfavourable, being very cold with heavy north-east winds. Rain in abundance has fallen recently, but sunshine and heat are greatly needed.

Fishing.—Catches have been poor owing to heavy wind storms. Lobster fishers have suffered most, their traps being often washed ashore.

CONDITION OF PARTICULAR TRADES.

All workpeople were actively employed during June including skilled and unskilled employees.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

In some branches during June the condition of the labour market was not equal to expectation, but in others activity prevailed. Excavation for the Commercial Bank of Canada, and the new Chronicle buildings has been begun, but the contracts will not be awarded for a few days. Work on excavation for the Union Bank of Halifax was delayed to permit of the removal of effects. Plumbers have secured an increase of pay, wages since June 1 being $2.25 per day. Fishing and lumbering have shown great activity, much product being exported. The employment of unskilled labour was never better for years, owing principally to civic works and general street improvement.

Early in June a special train consisting of nine cars of the Dominion Atlantic Railway Company, was, for the first time, despatched to the Boston market. The cargo consisted of fresh lobsters and mackerel, and was a most valuable one.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were fully up to the average, and the weather favourable during the closing week of the month.

Fishing.—This industry has been active, on both the Eastern and Western coasts. The appearance of mackerel caused much activity, and while the catches were not large, and were taken mostly in deep water, fair prices were realized, and there are indications of the fish striking nearer shore. Many taken during the end of the month were of the 'tinker' species, and were sold for about 2 cents each. Other branches of the industry were fairly active.

Lumbering.—Considering the time of the year lumbering has been above the average.

Manufacturing. — Industrial establishments showed renewed activity.

Mining.—Mining gave promise of increased business in the future.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers have not had an active month, about 20 per cent. being unemployed, but an improvement is expected during July. Plasterers had a dull month. Carpenters and joiners were active, with no sign of any change. Decorators and inside painters were slack, but outside hands were fully employed. Plumbers and other lines experienced an average month.

Printing.—Printers, pressmen, electrotypers and bookbinders had a busy month, all being fully employed.

Clothing.—All branches were active.

Unskilled.—This class has been very busy and good wages have prevailed.

DISTRICT NOTES.

The Atlantic Fish Company, Limited, has taken over the Whitman fish business, of Canso, and also a valuable fishing stand at Bay of Islands, Newfoundland. The same company has an extensive packing and boneless fishery plant at LaHave.

Bridgewater.—A number of vessels have been loaded with lumber from Davison's mills.

Dayspring.—Robert Bros., shipbuilders, have equipped a brickyard, which began operations on June 3; the daily output will be 15,000 bricks, which, after a few months, is expected to be increased to 25,000 per day.

Lunenburg.—Shore fishing is becoming profitable, the fishermen making good fares of herring, cod and mackerel.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was practically the same as in May, the demand in some lines exceeding the supply. The enlargement of the Prince of Wales College, the grading of the Hillsborough bridge approaches, the painting of the bridge and the erection of a new railway station at Charlottetown were among the principal contracts in full operation, which altogether employed large numbers of men. The contractor, who is to fill in the railway yard to make ground for additional yard room, was advertising for twenty men. The labourers employed at the new railway station struck before beginning the concrete work for $1.50 per day, an advance of 25 cents, which was granted them. The heavy rains during the month caused some delay in outside work. Commercial activity was fully up to the average.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Heavy rains considerably delayed farming operations on low lands and put the roads in bad shape, but on high or level lands seeding was completed and the root crops were all in. The cheese season opened auspiciously, with higher prices than last year, and a good show of grass.

Fishing.—Lobster fishing in most localities was not up to the usual standard, bad weather being an unfavourable factor.

Manufacturing.—Factories were operated as usual, demand and supply being well balanced.

Railroad construction and employment.—A large force has been employed painting the Hillsborough bridge, and work on the Montague branch has given steady employment to a good number. The grading of the approaches to the Hillsborough bridge has also been a good source of employment.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and paperhangers, plumbers and builders' labourers were active.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers, and bicycle workers were active.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers, and car builders were active.

Printing.—Printers and bookbinders were busy.

Clothing.—Journeymen tailors, garment workers, boot and shoe makers were active.

Food and tobacco preparation.—Bakers, confectioners, and tobacco workers were active.

Miscellaneous.—Barbers, clerks and hotel employees were active.

Transport.—Railway trainmen and transportation employees were all actively employed. Teamsters and expressmen were also active.

Unskilled.—There was a good demand for unskilled labourers.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was considerable improvement in the labour market during June. The building trades were well employed, principally on repair work. Very few new buildings were being erected. An improvement in longshore work took place, and ship labourers were fairly well employed. The Canadian Pacific Railway Company was advertising for two hundred labourers to work along its lines. Work is to be started shortly at Indiantown on the erection of a new machine shop, 92 x 40 feet, and two stories high.

The St. John Street Railway Company contemplates the erection of new car barns, which will be much larger than those now in use, and will accommodate thirty or forty additional cars. A number of new cars are expected daily. The annual report of the company shows that the net earnings of the year were $51,047.32. Two half-yearly dividends of 3 per cent. were

paid, amounting to $48,000, leaving $3,047.32 to be transferred to profit and loss account. The company has extended its lines to Fairville and Carleton.

Tourist travel has now set in on the river boats and railways, and the several lines were taxed to their utmost capacity to accommodate the travelling public.

An idea of the extent of the business done by the Canadian Pacific Railway Company in connection with the winter port trade through St. John may be had from the following statement:—The number of cars which passed through Vanceboro bound west for the six months ending April 30, 1906, not including empties, was 6,982. The record for the same six months for loaded cars going east, via., Vanceboro, was 20,176, nearly three times the west bound record, making the total for loaded cars bound east and west 27,158.

Bank clearings for the five weeks ending June 28 were $5,509,003, and for the corresponding period last year $4,970,827, being 538,176 greater in 1906 than in 1905. Savings banks deposits for the month of May were $78,357, and the withdrawals $71,089.81, showing that $7,268.81 more had been deposited during the month than had been withdrawn.

The factory inspector returned recently from a two weeks' trip to the northern part of the province, visiting seventy-seven industrial establishments, including lumber and cotton mills, and other factories. Many of the factories and mills had been inspected previously, and nearly all had complied with instruction given then.

The Saturday half-holiday has again been granted to printers and bookbinders; it commenced the first Saturday in May and will continue until the end of October; as in former years the men will work an hour extra during five days of the week. The hardware stores, wholesale liquor dealers, and horseshoers enjoy the Saturday half-holiday during June, July and August, as has been the custom during the past few years.

The annual meeting of the New Brunswick Telephone Company was held on June 12; the past year was the most successful one in the history of the company, the usual half-yearly dividend of 4 per cent. being declared. A second line between Fredericton and St. John, now in course of construction, will be in operation in less than a month. Work is also being pushed along on the new line between Newcastle and Bathurst.

Seven of the large sawmills in St. John closed down June 9 as a result of a demand for higher wages made by deal pilers. These men had been receiving $2 per day, but asked $2.30, the figure paid in Maine. On June 13, a mill at Pokiok also closed down. The pilers quit work at Cushing's two mills, but the mills continued to operate. Hilyard's mill resumed work on June 20, when the striking pilers took up their former jobs at the old rate. At a meeting of the millmen on June 26 it was decided to call the strike off, and sawing was resumed at Stetson, Cutler & Company's mill at Pleasant Point, on June 27, and at Murray & Gregory's mill on the same date.

The council of the Board of Trade has given some attention to the question of immigration to New Brunswick, and has been in correspondence with the Provincial Premier regarding the same. The Premier furnished the council with a copy of the agreement made between the Salvation Army and the Provincial Government, by which the latter agrees to pay the Army a small sum per capita for bringing men, women and children alike to this province, and a certain grant for the present year to cover cost of advertising and writing up the province in Great Britain. The matter is also being taken up by the Dominion Government with a view to securing more settlers for this province.

Some 800,000 feet of birch have been purchased by the Massey-Harris Company for use in the manufacturing of farm implements. This is the first purchase of the kind made in this province, and if the wood passes inspection and works up as expected a new market will be opened to local lumbermen.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Harbour fishing has been successful and some excellent catches of salmon have been made. It was stated that an arrangement had been made with a number of local fishermen for the alewive catch of the season, at $5 per barrel.

Lumbering.—About 20,000,000 feet of lumber was hung up at the headwaters of the St. John river, and a rise of two feet is required to bring it down. On the Allegash one drive of 12,000,000 feet was got out, but a second operator only got out about half his drive. All drives on the Temiscouata, amounting to 20,000,000 feet, including old lumber and new, is in safe waters and available for manufacture. A drive of from 8,000,000 to 10,000,000 feet on the Tobique was also reported safe. A drive of about 4,000,000 or 5,000,000 feet on the Lepreaux has been taken to the mill, where about fifty men are employed. During the five weeks ending June 15, over forty men were employed at Millidgeville in rafting the logs which passed the Fredericton booms in the ice run in the spring. This season there were nearly 6,000,000 logs rafted at Millidgeville. During the week ending June 18 the Fredericton Boom Company increased its crews at the Mitchell and Douglas booms from a total of about 250 men to 300 men, with an average of 130 men working at the Mitchell boom, where 1,633 joints were rafted, while at the Douglas boom a total of 1,891 joints were rafted, with a crew averaging 160 men. The recent heavy rains materially assisted the drives on the upper St. John river, and it is expected that nearly all lumber hung up will be got into safe waters. The lumber outlook on the Miramichi is very promising, as it is expected that every stick cut last winter and what was hung up last season will reach the booms. In the Southwest boom there are upwards of 50,000,000 feet of lumber, and it is thought that between 20,000,000 and 25,000,000 feet is yet to come. On the Northwest the river is full of lumber, and it is estimated that nearly 20,000,000 feet are now in this boom. The booms at Campbellton contain 75,000,000 feet, which will probably be increased to between 125,000,000 and 150,000,000 feet.

Mining.—The mines at Minto, Queen's County, are now turning out a coal called 'Winter Port' which is said to compare with Nova Scotia coal. The company has sunk two shafts from which about two carloads a day are being taken. A third shaft is now being put down, and a fourth will be started soon.

CONDITION OF PARTICULAR TRADES.

Building.—All branches except plumbers and builders' labourers, were active.

Metal, engineering and shipbuilding.—These trades were busy.

Woodworking and furnishing.—Woodworkers and shingle weavers were active.

Printing.—Printers and pressmen were very busy, working extra time to rush out the work. Bookbinders were also busy.

Clothing.—Journeymen tailors were active.

Food and tobacco preparation.—Bakers, confectioners and cigarmakers were active.

Miscellaneous.—Broom and brush makers were busy.

Transport.—Railway trainmen and trackmen were very busy, as were steamboatmen, steamboat firemen, ship labourers, street railway employees, hackmen, teamsters and expressmen.

Unskilled.—All were actively employed.

DISTRICT NOTES.

Queen's Lake.—Collicutt's mill, near Clarendon station, was burned June 12, with about half a million feet of sawn lumber.

Burtt's Corner.—A large quantity of lumber in the yard was destroyed by fire.

Cross Creek.—A new mill is to be erected here to replace the one lost by fire at Williamsburg; it will be fitted up with an improved rotary, a patent edger, a lath machine, a shingle machine and planer. About 600,000 feet of logs now at Cross Creek will be sawed at the new mill as soon as it is completed.

Fredericton. — The Provincial Public Works Department is contemplating the erection of a steel bridge across the St. John river between Hawkshaw and Pokiok, to cost $70,000. The Hartt Boot and Shoe Company has decided to add $6,500 profits on last year's business to the rest fund, the total volume of business being in the neighbourhood of $250,000.

St. Stephen.—The work of digging for the new water system is now progressing, and it is expected that the pipes will be laid and the system ready for use before November 1. The town has agreed to fur-

nish water to Calais and Milltown at $24 per million gallons. The St. Croix Soap Manufacturing Company is making an extension to its factory, which will enable it to increase its output.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Great activity characterized all branches of the labour market during June. The condition of labour continued to improve, and the outlook for the remainder of the season is good. Building operations with the advent of settled weather were rapidly forwarded and promise to surpass those of 1905. The building permits issued thus far have been more numerous than for the corresponding period of last season, and many new buildings are in course of erection, while several more are planned. These coupled with extensive civic works on the streets, sewers and water mains, furnish work for all the available carpenters, masons, mechanics and unskilled labour, the demand for the latter class being greater than the supply, with the probability of a greater shortage as the season advances. The effect upon labour of the disastrous fire in the Intercolonial Railway shops on February 24, 1906, has largely disappeared, as shown by a comparison of the pay-rolls for the month of May with those of January, which were as follows:—

	No. of Employees		Wages	
	Jan.	May	Jan.	May
Iron shops	623	583	$26,904	$25,433
Wood and paint shops	496	371	20.498	15,748
Total	1,119	954	$47,402.	$41,181

The above figures show a pay-roll of $6,-221 less than in January, and a decrease in the number of employees of 165. In the temporary repair shops new machinery is being put in rapidly, and a number of men have gone back to work this month. Tenders were received up to June 15 for the erection of a freight car repair shop, to be built on the grounds recently purchased, to be completed by September 15. This shop is to be 630 feet in length and 132 feet in breadth, and will have a much greater capacity than the burned one, which was 230 x 78 feet. Tenders are also being asked for up to July 3, for the erection of a planing mill 200 feet by 80 feet and 26 feet high surmounted by a monitor 23 x 160 feet, to be built of the same material as the repair shop.

The Board of Trade, the membership of which has rapidly increased until now it has over eighty members, has held several meetings for the discussion of various transportation and commercial questions calculated to advance the interests and growth of the city. A branch of the Bank of New Brunswick opened for business on June 11, making the fourth chartered bank doing business here. Retail trade has in most lines been active, while wholesale trade shows increases with good prospects of further development in the near future. Milk dealers have reduced the price of milk from 6 cents to 5 cents a quart, to be effective during the next three months.

The relations between employers and employees have been cordial with no material changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Wet weather during the first half of the month greatly retarded operations, and the acreage of oats and potatoes will be less than in previous seasons. Farmers were very busy, and farm labourers were scarce. High tides again did considerable injury to the marshes in some sections by breaking dykes, but the outlook for an abundant hay crop throughout the district is good. Fruit promises well. Cheese factories were busy handling the large supplies of milk.

Fishing.—At Shippigan, herring were about the shores in abundance and large catches were made. Good catches of lobsters, varying from 1,000 to 1,200, have been made here. Cod fishing boats first came in on June 1, crews of four men landing from 2,000 to 3,500 cod. Shad fishing in the Miramichi was a failure this season, but salmon fishing has been better than in previous seasons and fine catches were made. Herring were taken in large quanties at Shediac, and the canning houses

there were busy. At Port Elgin over eighty men and over fifty boats are employed in lobster fishing by three factories, which will put up about 2,500 cases during the season. The lobster catch here has not so far been up to the average of previous seasons.

Lumbering.—In all branches lumbering has been very active this season, and the output of the mills along the north shore promises to be a record one. Over 100,000,000 feet of logs are in the booms at Campbellton and vicinity. Among the concerns which are handling a heavy output are the Wm. Richards Company, the Dalhousie Lumber Company, and Mooris and Company, at Bathurst. The F. W. Summer Company is also operating on a large scale.

Railroad construction and employment.—A considerable amount of repair work is being done on the Intercolonial Railway, especially on the Canada Eastern branch, where a number of new bridges and sidings are being constructed. A new brick station has just been completed at Maccan, and tenders for a new station house at Shediac are being called for. The station at Pugwash Junction was destroyed by fire on June 13.

CONDITION OF PARTICULAR TRADES.

Building.—These trades had a very active month and a large amount of work is in sight. Masons, carpenters and joiners were very busy and in good demand. Lathers and plasterers were more quiet awaiting the advancement of the buildings. Painters and paperhangers were actively employed and in demand. Plumbers were busy and stonecutters active. Builders' labourers had ready employment, the supply not being equal to the demand.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers reported a busy month. Electrical workers, linemen, stove mounters, blacksmiths and horseshoers were all active.

Woodworking and furnishing.—These trades reported a good month, and in the main were well employed.

Printing.—Printers had a good month.

Clothing.—Journeymen tailors were very busy, and garment workers active.

Food and tobacco preparation.—Bakers, butchers and meat cutters reported conditions normal.

Leather.—Tanners and curriers were busy, with harness makers quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, and laundry workers reported employment good.

Transport.—Railroad conductors, engineers, firemen, telegraphers, trainmen, trackmen, switchmen and freight handlers were busy, and draymen, teamsters and expressmen well employed.

Unskilled.—The month was very active, owing to the large number of excavations in progress for new buildings, sewer work and street work; the supply was hardly equal to the demand.

DISTRICT NOTES.

Newcastle.—A weekly newspaper has been established.

Dorchester.—A company has been formed for the purpose of establishing a foundry and machine shop. Land for the site have been purchased. Work on the erection is expected to begin at an early date.

Springhill Mines.—Business was active. The pay-roll for the fortnight ending May 31, was $36,000.

CHATHAM, N.B., AND DISTRICT.

Mr. Theo. DesBrisay, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was an increased demand for labour during June, and men were scarce, although many came in from the surrounding country. Mill wages received a general advance of about 10 per cent. There was exceptional activity in the lumber trade, deals being worth at least $3 more than at this time last year. Wholesale and retail trade was active. There was no change in hours of labour, the ten-hour day being the rule, but wages were slightly increased. There were no strikes in existence.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Fishing was carried on vigorously, and salmon, codfish, herring, shad, and lobsters were plentiful. Many men were engaged in the canning business along the coast. Many tons of lobsters, clams, salmon and blueberries are put up yearly from Gloucester to Kent. The most important fishing business carried on in this vicinity is done during the winter by bag nets through holes in the ice; last winter was very successful for this kind of fishing, hundreds of tons of smelt, frost fish or tommy cods, and flounders being caught. The total amount exported was 1,500 tons.

Lumbering.—This is the chief industry here, and employers have large numbers of men employed sawing and shipping. The exports from Miramichi, which includes Chatham, Newcastle, Douglastown, Nelson, Bridgetown and Loggieville, for the season of 1905, amounted to 86,237,558 feet; the cut for 1906 is expected to exceed this.

CONDITION OF PARTICULAR TRADES.

RATES OF WAGES WERE AS FOLLOWS.

Building—		
Bricklayers and masons	$3.00	10 hrs.
Carpenters and joiners	1.50 to $2.00,	10 "
Lathers and plasterers	2.50	10 "
Painters and paperhangers	2.00	10 "
Plumbers	4.00	10 "
Steamfitters	4.00	10 "
Stonecutters	4.00	10 "
Builders' labourers	1.50	10 "
Metal, engineering and shipbuilding—		
Iron moulders	$2.00 to $2.25,	10 hrs.
Coremakers	2.00	10 "
Machinists and engineers	2.00	10 "
Steam engineers	2.00	10 "
Electrical workers	2.00 to $3.00,	10 "
Linemen	$25 to $30	per month
Blacksmiths	1.75	10 hrs.
Boilermakers	2.00	10 "
Shipwrights and caulkers	2.00	10 "
Horseshoers	1.50 to 2.00,	10 "
Woodworking and furnishing—		
Woodworkers	$2.00	10 hrs.
Upholsterers	2.00	10 "
Carriage and wagon workers	2.00	10 "
Pattern makers	2.50	per day.
Shingle weavers	2.00	"
Printing—		
Printers	$1.25 to $2.00	per day
Pressmen	1.25 to $2.00	"
Clothing—		
Tailors	$2.00	per day.
Boot and shoe workers (jobbers)	1.50	"
Food and tobacco preparation—		
Butchers and meat cutters	$1.00 to $1.50	per day
Miscellaneous—		
Barbers	shaves 10c., hair cut 15c.	
Clerks and stenographers	$0.75 to $2.00	per day
Transport—		
Railroad conductors	$70 to $100	per mth.
Locomotive engineers	$3.00 to $3.25	per day
Railroad telegraphers	$45 to $50	per month
Railroad trainmen	$2.15	per day.
Railroad switchmen	1.00 to $1.25	"
Railroad trackmen	1.25 to $1.50	"
Freight handlers	$1.25	10 hrs.
Steamboat men and steamboat firemen (with board)	$26 to $30	per month
Ship labourers	$3.00	per day.
Cab drivers, hackmen, carters and draymen (with board)	$1.00	per day.
Teamsters and expressmen	1.25	"
Unskilled—		
Labourers	$1.50 to $1.75	per day

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and Edward Little, Correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was not as well employed in June as in the preceding month. A strike of builders' labourers seriously affected employment during the first ten days of the month, and the supply of labour generally was sufficient to meet all demands. The builders' labourers were granted an increase of 15 cents per day.

The tourist season opened and the railway and steamboat companies have inaugurated their summer schedule. This and the holding of the semi-annual meeting of the Canadian Street Railway Association contributed to increase local trade.

Work on the construction of the Transcontinental Railway from La Tuque to Quebec was actively begun at the bridge above Quebec and in the vicinity of Garneau Junction, a large number of men being employed at both points.

Since the opening of navigation it is estimated that an average of 1,000 passengers per day had been landed at Quebec, the majority being immigrants whose destination was Western Canada.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Sowing was completed, and the hay and grass crops were looking very well owing to the favourable weather.

Lumbering.—All the large saw mills have commenced cutting, about fifteen days earlier than last year. The drive has been successful though some logs will remain in the smaller rivers and creeks. The number of last year's logs brought down this spring will largely exceed those of the present year's cut which will be hung up.

CONDITION OF PARTICULAR TRADES.

Building.—Conditions following the settlement of the strike of builders' labourers were busy.

Metal, engineering and shipbuilding.—Moulders, electrical workers and linemen were busy; the other branches were active.

Printing and allied.—Printers and pressmen were quiet; bookbinders were active.

Clothing.—Boot and shoe workers were quiet.

Food and tobacco preparation.—Cigarmakers were quiet.

Leather.—Tanners and curriers were active.

Miscellaneous.—Hotel and restaurant employees were busy.

General transport.—Railway employees were active; ship labourers, longshoremen, cab drivers, teamsters, etc., were busy.

Unskilled labour was active.

SHERBROOKE, QUE., AND DISTRICT

Mr. H. Logie, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during June was active, with all branches of industry fully employed; in some instances, especially among unskilled labour, the supply not equal to the demand. There was a keen demand for men for railway construction, and for excavation work at the Sherbrooke Power, Light and Heat Company's additions. Factories and manufacturing establishments, as well as the machine shops, were running full time, and with plenty of work ahead. The building trade was also very active, and as work will be commenced shortly on several large contracts, it will continue so for some time. It is stated that tenders will be called for shortly for the construction of a new drill shed. Messrs. Simoneau & Dion, of this city, have secured the contract for the erection of a $15,000 branch of the Eastern Township Bank at Cowanville.

The Customs duty collected at this port during the month of May amounted to $15,849.39, being a slight increase over the corresponding month of last year. An arrangement in Beauce County was closed for the sale of about 12,000 acres of timber limits. The purchasers will erect a sawmill at the terminus of the new extension of the Quebec Central Railway.

The Government Immigration agent for the Eastern Townships has placed 220 immigrants since the season opened, 120 of which were placed during the month of May. He has still a number of applications for help to fill, as soon as he can secure men. Fully 90 per cent. of those placed have been with farmers. As the majority of those arriving in Canada are ticketed through to Ontario and the West, the number available for the Eastern Townships is limited.

Wholesale trade was active. During the latter part of the month the Eastern Townships Cavalry Brigade was in camp about three miles from Sherbrooke. The contracts for the supplies were given to local merchants. The camp brought an addition of several thousand dollars to the trade of the city during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were very favourable notwithstanding the backward weather in the latter part of May. Everything points to a good hay crop, and other crops were progressing well.

Lumbering.—Most of the firms have secured their drives with little inconvenience.

Manufacturing.—Factories, including the woollen mills, were busy. The Paton Woolen Company has had a standing advertisement for weavers. The Modern Bedstead Company has received an offer from Cornwall, Ont., to locate in that town, and a by-law granting the company a bonus will be submitted to the ratepayers at an early date. The Walter Blue Company, wholesale clothiers, were rushed with work, and have been advertising for help.

Mining.—Operations were being carried on to full capacity at Thetford Mines, Black Lake and other asbestos mining centres.

Railroad construction and employment.—The contract for the extension of the Quebec Central Railway to St. George will give employment to a large number of men in that vicinity, and in addition help will

have to be secured from other centres. On the Canadian Pacific Railway, the Grand Trunk Railway, and the Quebec Central Railway, a large number of men were employed grading and repairing.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters and joiners were very busy. Lathers and plasterers, painters and paperhangers, plumbers and steamfitters were busy, with stonecutters and builders' labourers very busy.

Metal, engineering and shipbuilding.—Iron moulders, coremakers, electrical workers, blacksmiths and horseshoers were busy.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, wagon and carriage makers were active.

Printing.—Printers, pressmen and bookbinders were fully employed.

Clothing.—Journeymen tailors and garment workers were very busy.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters were very busy. Cigarmakers were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees, and laundry workers were active.

Transport.—Railroadmen were busy, as were street railway employees, cab drivers, hackmen, carters, teamsters and expressmen.

Unskilled.—The supply of labourers was not nearly equal to the demand.

THREE RIVERS, QUE., AND DISTRICT.

Mr. John Ryan, Sr., Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market improved considerably during June and all branches were busy. The military camp in this vicinity gave a stimulus to trade. There was a scarcity of painters during May, but the supply was equal to the demand in June. Carpenters were busy and tailors very busy with orders on hand for some time to come. Retailers of dry goods and hardware had a busy month and wholesale trade was good, the fine weather benefitting trade. Shipments and bank clearings have been satisfactory. Saw-mills were running to full capacity and making large shipments, the season's cut being sold in advance. There were no changes in rates of wages nor hours of labour, and no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A good harvest may be expected, though hay will be a short crop in some quarters owing to lack of rain. Damage from frost was not very severe.

Fishing.—Catches were fair and prices were high.

Lumbering.—Several hundreds of men were employed on the drive; the season's cut of logs is estimated at $5,000,000.

Manufacturing.—Factories were busy.

Railroad construction.—A large number of labourers were employed on the St. Maurice Valley Railway, and the season will be active.

CONDITION OF PARTICULAR TRADES.

Building.—Conditions were very busy in all branches, though work was beginning to slacken with painters.

Metal.—Iron moulders and iron workers were fairly busy. Machinists, engineers, electrical workers, linemen, metal polishers, blacksmiths, sheet metal workers, bicycle workers, horseshoers and jewellers were busy.

Woodworking. — The several branches were busy.

Printing.—All employees were busy.

Clothing. — Tailors, garment workers, glove makers and boot and shoe workers were very busy.

Food and tobacco preparation.—Bakers and butchers were busy. Ice drivers are very busy and cigarmakers were fairly well employed.

Leather.—Tanners and curriers were well employed and leather workers were busy.

Miscellaneous.—A busy month was reported in these trades.

Transport.—Railway employees were busy and cabmen, carters and teamsters were very busy. Ship labourers were fairly well employed, at 25 cents per hour, handling coal, lumber, sulphur and other materials.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during June were very favourable, the different trades being very active, with the exception of the building trades which have been dull, especially among stonecutters and masons. Sash and door factories were very active and had many orders ahead. The boot and shoe trade was busy, with plenty of orders, the season promising to be more active than last year. The Ames Holden Company which, in the beginning of May closed down its factory for stock taking, reopened on June 4 with a full staff and a large increase in machinery. The Penman Manufacturing Company has been active. The Casavant Brothers organ factory continued active and increased its staff of workmen. The leather trade was very active. The Eastern Clothing Company had a busy month. The Eastern Townships Manufacturing Company was quiet during June, but more activity is expected in July. The metal trades were fairly active.

The weather was seasonable and in consequence there was activity in all branches of trade. The wholesale trade, although it is now midsummer, reported satisfactory conditions, especially in metals and hardware. Retailers were very busy. The banks reported a good month. The dairy market was firm both in the city and surrounding district. The production of cheese was on a very extensive scale; in one day 25,000 boxes of cheese arrived on the Montreal market. Last week there were offered for sale in St. Hyacinthe 1,057 boxes, which were sold at 11 1-16 cents per pound for ordinary cheese and 11⅛ cents per pound for cheese in cold storage. Of butter 1,250 packages were offered, and sold at 22 cents per pound for fresh, and 21¼ to 21⅜ cents for salt butter. There have been no changes in rates of wages or hours of labour, and the relations between employers and employees have been cordial.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Weather conditions were excellent. The dairy industry was most promising. Farm and garden products sold for excellent prices. The fruit crop promised to be a good one and prices were firm. Farm labourers had an abundance of work and were in demand; wages paid this class were very high and were upward in tendency.

Manufacturing.—Manufacturing establishments of all kinds were very active, some having worked over-time in order to keep up with the orders; all have been working with full staffs and in some new hands have been engaged.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, lathers and plasterers were quiet. Carpenters engaged in out-door work were quiet, but those in factories had a very busy month. Painters and paperhangers had an active month. Plumbers, gas and steamfitters had a fair month while stonecutters and builders' labourers had a dull month.

Metal, engineering and shipbuilding.—Moulders, iron workers and helpers, coremakers, machinists, engineers, electrical workers and linemen were very busy; blacksmiths, horseshoers and jewellers were active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers, polishers and wood carvers had a good month. Carriage and wagon makers and pattern makers were busy and prospects were bright for July.

Printing and allied.—Printers and pressmen had a most active month, with overtime; bookbinders also were very busy.

Clothing.—Journeymen tailors, garment workers, and boot and shoe workers had an active month.

Food and tobacco preparation.—Bakers, confectioners, butchers and ice drivers were busy, but cigarmakers were very quiet.

Leather.—Tanners, curriers, leather work-

ers and saddlers were very busy and next month promised to be busier still.

Miscellaneous.—Barbers, clerks, stenographers and delivery employees were busy, and hotel, restaurant and laundry employees very active.

Transport.—Railway employees reported a more active month than May. Cab drivers and teamsters were fully employed.

Unskilled labour was very active and the demand was greater than the supply, workmen being hard to obtain.

DISTRICT NOTES.

Sorel, Que.—For some time a powerful dredge has been at work removing the debris of the Government wharf, a portion of which subsided last fall. The work is being pushed vigorously. The Pooley Shirt Manufacturing Company opened during June a branch in the village of St. Joseph de Sorel employing about thirty or forty young girls. At Sorel the same firm employs about sixty young girls.

St. John's, Que.—The St. John's Brick Company has been incorporated as a joint stock company with a capital of $75,000. The plant will be enlarged during the summer. The Canadian Trenton Pottery Company, is enlarging its shops very considerably so as to be able to increase its output.

MONTREAL, QUE., AND DISTRICT.

Mr. Gustav Audet, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Building permits were recently granted as follows:—

	Value of permits.
Week ending May 30	$260,705.00
" June 6	975,175.00
" June 13	351,945.00
" June 20	980,642.00
Total	2,568,467.00

The permits which were of the highest value were granted to the following:—

Windsor Hotel	$500,000.00
Linton Apartment Company	440,000.00
Montreal Light & Power Co.	200,000.00
La Patrie Printing Company	150,000.00
Montreal Street Railway Co	95,000.00

There were also several permits of $50,000 and $25,000 each.

The special committee which was instructed to examine into the question of the wages of the corporation labourers recommended to the city council of Montreal, that the wages of such labourers be increased from $1.50 to $1.75 per day, and that teamsters be increased from $2.25 to $2.75 per day. The nine hour day was also approved, but it was understood that a week's work should consist of fifty-seven hours, so that there will be compensation in case eight hours are worked one day and ten hours another. The new scale of wages will also apply to labourers working for contractors performing corporation work. This resolution will take effect from January 1, 1907.

The Protestant School Commissioners of Westmount have increased the salaries of their teachers to date from September 1 next. The teachers who received $450 per annum will be paid $550, and those paid $550 will receive $650, salaries continuing to increase to a maximum of $750 per annum. Those teachers who have given satisfaction during the school year will receive an increase of $50 instead of $25. The expenditure of the commission amounts to $25,000, and it is probable that, owing to the above increases, it will be increased to $28,000.

All of the building trades were exceptionally active, and the other groups of trades were also very busy. The Montreal Street Railway Company has increased its rolling stock by forty cars, for the summer season.

During May there were issued at the city hall 142 permits for the erection of new buildings valued at $855,980. These permits comprised 114 houses, 185 lodgings, eight stores, three warehouses, twelve factories and one church. In 1905 the number of permits during the same month was 181 representing a value of $963,662 or a decrease of $108,082 in the present year. Permits for repairs amounted to $114,683 for the month of May, 1906.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers and plasterers were very active. Stonecutters and builders'

labourers were active. Plumbers and gas and steam fitters were busy, but painters and decorators were less busy than in May.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, coremakers, machinists and engineers, sheet metal workers, horseshoers and jewellers were busy, while steam engineers, electrical workers, linemen, blacksmiths, boilermakers and shipbuilders were active.

Woodworking and furnishing.—Carriage and wagon makers were busy, and the other branches active.

Printing and allied.—Activity was reported in these crafts.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and bakers were exceptionally active. With cigarmakers and tobacco workers conditions were favourable. Ice drivers were very busy.

Leather. — Tanners, curriers, leather workers and saddlers were busy, trunk and bag makers active.

Miscellaneous. — Barbers, and laundry workers were active. Delivery employees and hotel and restaurant employees were busy and furriers reported fair conditions.

Transport.—Steamboat men, steamboat firemen, ship labourers and longshoremen were very active; street railway employees were busy, and cab drivers, hackmen, teamsters, etc., were very busy.

Unskilled labour was busy.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferriere, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial and labour conditions were exceptionally busy during June in this city and district. Labour has been scarce in several branches since the spring season, and although over-time has been worked in a number of cases it was very difficult to meet the demands of the market. Painters were exceptionally scarce during June, the Canadian Pacific Railway Company finding it impossible to obtain a sufficient force of men for the work of painting the Interprovincial bridge. The Eddy sawmills were working over-time in order to supply the woodware factories of the company.

The Woods', Limited, Company of Ottawa, has begun working on the construction of a large factory in this city; the building will be 200 by 125 feet, and is estimated to cost $75,000. Woollens, knitted goods and heavy wearing apparel for shantymen, surveyors, exploring parties, etc., will be manufactured. A reduction in taxation rates and other privileges have been obtained from the corporation.

The Caldwell Clothing Company has completed its staff, employing about fifty hands at an average wage of $13.00 per week.

Business generally was good and general commercial and industrial conditions prosperous, contentment and plenty being apparent among the people.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The different saw-milling establishments, including those of Gilmour & Hughson in Hull; the Fraser Company at Deschenes; the McLaurin Company at Templeton; the Ross Company of Buckingham, and the Ritchie Company at Aylmer, were very busy.

Mining.—Exceptional activity prevailed during June in mica mining. The number of mica picking, splitting and sorting establishments in Hull has increased from one to six since the spring season, and it is stated that additional establishments will be opened at an early date. The demand for young girls to work in these establishments was very keen. Prospecting for mica in the district has been revived after several years of comparative inactivity, and is engaging several people. Old claims are being worked anew and undeveloped property opened up. The result has been an increase in the number of transfers of real estate throughout the County of Wright and especially in the Township of Hull. Several new discoveries were made recently including finds of the white variety of mica in the Township of Masham. It is estimated that a total capital of $5,000,000 is invested in mines, tools, machinery, factories, etc., for

the working of mica in this neighbourhood, and that considerably over 300 hands are given employment.

OTTAWA, ONT., AND DISTRICT.

Mr. T. W. Quayle, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour and commercial conditions in Ottawa during June were up to expectations in every line. There was no scarcity of work, and every able-bodied man who wanted employment had no excuse for being idle. A stringency in the supply of ordinary labour was reported, and strong men had no trouble in commanding the highest wages. There were no industrial disturbances, and a season of prosperity was in prospect. There was an abundance of work reported in all the factories and workshops; in some instances overtime was being worked. There was no marked change in the hours of labour. Printers were given a substantial increase in wages, and also employees of the city engineer's department.

The union meeting of the International Brotherhood of Locomotive Firemen was held during the month. A number of secret sessions were held at which questions affecting the coming meeting of the Grand Lodge of the Brotherhood were discussed.

The first year of the civic operation of the electric lighting plant terminated during June, and a gratifying report was presented to the council. The profit was approximately $900.00, all charges being taken out of receipts, including sinking fund and interest. The city has reached a point where an extension of plant was necessary in order to secure new business. The Ontario Legislature refused to allow $50,000 voted by the people for the purpose of acquiring power to be diverted for plant purposes, and a new by-law will be necessary. The Ontario Court of Appeal has given a decision against the city, contending that it has no authority to lease power to operate its electric plant. The city has power to establish a power producing plant, but cannot lease power according to this decision. This ruling followed an appeal from the court below by the Ottawa Electric Company, which sought an injunction prohibiting the city from operating its plant.

The city council has decided to increase the maximum salaries of the city auditor from $1,800 to $2,000, and the police magistrate from $2,000 to $2,500, in the latter case by annual increases of $100.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Indications for the harvest were of the most promising character and had a stimulating effect on trade. Buying for the fall and winter was brisk.

Lumbering.—The lumber mills were all very busy and the cut will be up to the average. Prices were reported exceptionally high.

Railroad construction and employment.—The work of extending the Canadian Northern Railway from Hawkesbury to Ottawa is proceeding as rapidly as possible. In the city, an entrance to the central station will be secured by crossing the Rideau River from Janeville at the rear of the Isolation Hospital. The work of constructing the Bank street subway is also being pushed by the Grand Trunk Railway Company. An extension of time for completion was granted by the railway commission the city consenting, providing it does not interfere with the Central Canada Exhibition in September.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were very active and a busy season is assured, although the number of building permits fell off considerably towards the end of the month.

Metal, engineering and shipbuilding.—The metal trades were all active. Bicycle workers were busy, trade conditions as to hours and wages being unchanged.

Woodworking and furnishing.—All woodworking trades were busy. The Ottawa Car works were rushed with orders for cars for street railways in various cities.

Printing.—These trades were busy. A new three years' schedule was signed on the 15th instant providing for a substantial increase in wages to both linotype operators and case hands employed in the newspaper and job offices. Bookbinders were

busy. Mortimer & Company were working over-time, and paying $14 a week, which is $2 above the union scale.

Leather.—The leather trades were reported active. Hugh Carson & Company, Rideau street, have acquired a site and will erect a large factory to meet the demands of a growing trade.

Miscellaneous.—Many of the master barbers have petitioned the City Council for a compulsory early closing by-law. The question has not yet been settled, some of the smaller shops objecting.

Unskilled labour.—There was employment for all at good wages.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during June was even more active than in May, all branches of the building trades being very busy, and general conditions being more active than in several years at the same period. The number of new buildings going up is the largest in ten years. Despite the fact that there was a large influx into the city, nearly all have secured employment as there was a keen demand for labour at good wages. A large number of new concrete walks are being laid by day labour. This work will continue all summer. The new county House of Refuge gave employment to a large number of men. The Belleville rolling mills were busy all month, a number of men being engaged in cutting up scrap and getting machinery in readiness for operations which are expected to begin next month. The proprietor is engaged with the problem of how to house the many employees he expects to bring here, dwellings being very scarce, and rents having largely increased. Houses that formerly rented for $8.00 and $9.00 now rent for $10.00 and $11.00. One large three-storey block is being fitted up into apartments, and a number of others will be similarly converted. It is years since there was as keen a demand for houses as at present. The annual meeting of the new Belleville Fruit and Vinegar Co. was held and the directors elected; extensive improvements will be made to the premises. The Government dredge was employed in the harbour all month making needed improvements. The new Railway and Municipal Commission held its first session in Belleville on the 19th and granted the city's request to issue $25,000 thirty-year debentures for the extension of its gas mains and other improvements, the commission believing from the evidence that the revenue would more than pay the principal and interest on the debentures. Work on the extensions will begin at once. The hackmen and livery men have decided to charge $3.00 for a hack at funerals hereafter, instead of $2.50 as formerly. The dry goods, boot and shoe and clothing stores, and bankers, will have their usual Wednesday afternoon holiday during July and August.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The outlook is very promising throughout the county. Hay will be an exceptionally heavy crop. Cheese has averaged 10½c. during the month, the highest price ever paid in June.

Fishing.—Owing to the prohibition of net fishing in the bay, only rough fish are now taken.

Lumbering.—About 150,000 pieces will constitute the drive which is diminishing each year. Many men were employed.

Manufacturing.—All establishments reported a splendid month's business.

Mining.—Conditions were very active in North Hastings.

Railroad construction and employment.—A large amount of railroad construction work was done during June. The Central Ontario Railway is extending its lines from Bancroft to Bird's Creek, a distance of ten miles. A branch is under way from Madoc to Eldorado, where several idle iron mines will be developed. The Grand Trunk Company has also made a large number of improvements to tracks in this vicinity, about 200 Italians being engaged.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were very active.

Metal, engineering and shipbuilding.—Iron moulders and helpers, machinists, line-

men, blacksmiths, boilermakers, bicycle workers and horseshoers reported a very active month. The Marsh & Henthorne Foundry found it necessary to go to Montreal to secure skilled help in several branches. Shipbuilders and their helpers had a busy month.

Woodworking and furnishing trades.—Woodworkers, especially in the building and furniture trade, had an active month, one firm manufacturing a large number of caskets. Coopers were very active, principally in the making of cheese boxes and apple barrels. There was a shortage of packages last year, and a large new cooper shop was erected this month by the R. J. Graham Company.

Printing and allied.—Machine operators, hand compositors, job printers and pressmen were active, every member of the craft working full time. Bookbinders were busy.

Clothing.—Journeymen tailors found it almost impossible to keep up with orders, and a large number of shops worked overtime.

Food and tobacco preparation.—Bakers and confectioners, butchers and ice drivers were busy. Cigarmakers were active.

Leather.—This branch was quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees and laundry workers reported a busy month.

Transport.—Railroad conductors, engineers and firemen, trainmen, switchmen, trackmen and freight handlers were busy. Steamboatmen, sailors and longshoremen were active, large quantities of coal coming in during June. Cab drivers, teamsters and expressmen had a good month.

Unskilled labour.—Conditions were more active than during the same month in years.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market was very favourable during June. In some branches the supply of labour was scarcely equal to the demand, and there were abundant opportunities for all desiring employment. All branches of the building trades were actively employed. Passenger and freight business, especially the latter, was fast increasing. With the approach of warm weather the tourist traffic very materially increased, and passenger boats on their initial trips had unusually large numbers on board. The amount of freight handled was considerably in excess of last year. Repeatedly boats were detained over-time unloading freight, and the ferries between the various adjacent islands and the city were rushed with business. Steamboatmen are all predicting a heavy season. Tourist business among the Thousand Islands will be very large as there is no large exposition to divert this traffic. The passenger traffic between here and United States ports has very largely increased since the opening of navigation, and bids fair to exceed that of last year.

The raising of the Yacht Clubhouse, so as to permit the building of a new foundation was begun. Iron pipe for the gas plant extension was arriving, and large gangs of men were at work excavating; before the end of the season the extension will be well under way. It was announced that the erection of the new Bacteriological building at Queen's University will be started shortly. The ground story of the Athletic building is already up, and the rest of the building is rapidly advancing.

Before the end of the year Kingston will have about twenty-two miles of permanent walks. There are fifty-three miles of walks in this city, and three times as many miles of concrete as of asphalt. Crossings are being largely changed to asphalt; fifty or sixty of these are yet to be completed this year. The first permanent walk of asphalt in Kingston was built in 1885, when nine hundred and forty feet was constructed. The first concrete walks were put down in 1893. The total cost for construction of permanent walks up to the end of 1905, was $103,230.71.

A resolution was adopted by the City Council deprecating the practice of overloading lake steamers and sailing vessels, which was stated to have been largely on the increase the past three years, with a sad yearly tale of wreck and loss of life for its result.

Two strikes, one of small import, and the other of a very serious character, occurred. A firm of tinsmiths and plumbers refused to agree to an increase of wages, but after a short strike an agreement was signed and all hands returned to work. The second strike was among a gang of Italian navvies, a hundred and fifty strong, employed by the Grand Trunk Railway Company and stationed in cars, who on the morning of June 28 refused to go to work repairing the road in this vicinity, and demanded an increase in pay. Afterwards they took possession of the station platform and began to damage the building. The city police were telephoned for, but upon being ordered to leave the station platform and retire to their cars, the strikers refused. In an attempt to force their removal the sergeant of police was slashed with a stiletto, and a company's detective who undertook to assist the police was pinioned and a weapon thrust into his groin. One of the company's local officials and a policeman together with an express messenger and the foreman of the gang barely escaped serious injury. As the result of another call, a battery of men armed with rifles reached the station, whereupon the strikers went to their car, with the exception of some who ran to the woods. The car was subsequently surrounded and the leader arrested. In the meantime detachments of batterymen captured the Italians who had fled. Upon being arrested the strikers to the number of twenty-five or thirty were marched under guard from the scene of the strike and lodged in the police station. On Friday, June 29, those arrested appeared before the police magistrate and were remanded to jail for one week, to receive a further trial. The balance of the strikers were returned to Montreal by the Grand Trunk Railway Company.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Excellent crop reports came from all parts of the district. Vegetable growers reported that they never had such a marked growth of roots and green stuff. Grains were looking well. Hay will evidently be a large crop and of high quality. Farm help was still very scarce.

Fishing.—This industry was active.

Lumbering.—Activity was more marked than last month.

Manufacturing.—The Davis Planing factory, the Bailey broom factory, the Dominion Cotton Company's mill, the McGowan factory, the cigar factory, the Queen City Oil Company, the Davis Dry Dock Company, the Kingston and Pembroke Railway Company's shops, the Montreal Transportation Company, the various milling companies, and cereal works, the Kingston Hosiery mill, the various biscuit, woodworking and other factories, together with the mica works and foundries, piano factories, etc., reported great activity.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were active.

Metal, engineering and shipbuilding.—Two engines were turned out at the Canadian Locomotive Works for the Canadian Pacific Railway Company. Both were said to display excellent workmanship and constructive ability.

Woodworking and furnishing.—These trades continued active.

Printing.—Printers were busy.

Clothing.—All employed in these trades found active conditions.

Food and tobacco preparation.—Bakers, icemen, cigarmakers, etc., were active.

Leather.—Tanners and curriers, leather workers, furriers, etc., were active.

Miscellaneous.—Barbers, broom makers, and nearly all engaged in miscellaneous trades were active. A leading hotel closed for some months past is now being renovated, and refurnished throughout.

Railroad construction and employment.—The different branches of the transportation service found active employment.

Unskilled.—All of this class were actively employed.

DISTRICT NOTES.

Brockville.—The pay-roll of the Locomotive Department of the Grand Trunk Railway Company shows a reduction. Fifteen years ago it was $20,000 monthly, now it is less than $7,000. Engineers and other employees are being instructed to report hereafter for duty at Montreal.

Washbun.—The work of repairing locks,

dams, etc., along the Rideau Canal is nearly completed, and will greatly facilitate navigation.

Camden.—There will be expended by the County Council about $8,000 this year in the district, on bridges, culverts and roads. A big drive of logs is passing through.

Madoc.—A by-law passed by the council offered payment of 10 cents for the first year, and 15 cents for the second year for each tree growing on the street, having been planted by the owner.

Ameliasburg.—Cement walks are to be built and other improvements carried out.

Picton.—The present high school is to be torn down, and replaced by a modern structure, to supply the necessary accommodation to pupils. The present building was erected in the year 1878.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Work of all kinds was very plentiful during June, especially in the building trades, some of which were taxed to their utmost capacity. Many large works, such as sewers, cement sidewalks, the dredging of the river bed, the spreading of dredgings taken from the river, the building of a carpet factory, and the commencement of a new school, gave employment to large numbers of men. Curtis Brothers' brickyard is turning out 40,000 bricks per day; the firm has received an order for 54,000 bricks from Kingston. A new generating plant has been installed in the Peterborough Cereal Company's mills for generating its own steam for cooking products; the company's growing business demanded the new addition. The Canoe Company was doing a heavy business; the company has shipped over 150 canoes of different kinds to Cobalt inside of the last six weeks. The Lift Lock has been opened for traffic. The new line being erected by the Bell Telephone Company, connecting Peterborough and Toronto, is making rapid progress, and employing a large staff of men. The Peterborough Light & Power Company is making preparations for laying large extensions to gas mains, and changing the system of street lighting. It was reported that $40,000 has been subscribed towards the establishment of a new sugar factory in or near Peterborough. The Sandstone Brick Company's machinery is now placed in position and the manufacturing of bricks will soon be in progress. A large departmental store has been completed in the village of Warsaw, and is now open for business. Work on the Grand Trunk Railway Company's line to Midland, gave employment to some sixty men and twelve teams. The building trades were all very active, and houses very scarce. In some parts of the city tents were being used temporarily until houses can be procured. Commercial activity was very brisk and banks reported trade good.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work principally consisted of summer fallowing for fall grain, preparing for harvest, and looking after root crops of all kinds.

Lumbering.—Mills could hardly meet the demand for local buildings.

Manufacturing.—All establishments except the sugar factory were active.

Mining.—There was little activity during the month.

Railroad construction and employment.—Both the Canadian Pacific Railway Company, and the Grand Trunk Railway Company were laying stretches of heavy rails, and ballasting their roadbeds.

Other industries.—Industries of all kinds were very active, and employing full staffs of workmen. Some shops were working over-time to keep up with orders.

CONDITION OF PARTICULAR TRADES.

On the whole, labour, both skilled and unskilled, was actively employed during the month; the members of some trades were very busy, but wood carvers, journeymen tailors, and cab drivers and hack drivers found employment quiet.

DISTRICT NOTES.

Cheese making throughout the district was in full operation; large shipments were being made and in some instances prices

were as high as 11 5-16. Farmers were busy with root crops and in getting ready for haying, which will commence about the first week in July. Crops throughout the country look well and prospects for a good harvest are excellent. Large shipments of live stock were made almost daily.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market continued favourable with plenty of employment for nearly all classes of workers except in the lighter lines, such as clerks, salesmen, etc., of whom there was a marked surplus. The more noticeable demand, in most branches of manufacturing, is for specially skilled and highly trained workers for the finer and more delicate kinds of workmanship. Workers of this class are chronically scarce, and can always obtain employment. The relations between employers and employees were generally of a satisfactory character, and labour troubles not of a serious or far-reaching nature.

The record of building permits issued shows the approximate value for the month of May to be $1,502,160, as against $1,104,154 for May, 1905. For the five months, January to May, inclusive, the figures were $4,845,328 this year as against $3,191,118 in the corresponding period of 1905.

As a remedy for the housing difficulty which is one of increasing urgency, a plan has been prepared under which it is claimed small, neat houses of two storeys can be erected for $700.00 each, if the work were undertaken by a city or a commission instead of being left to speculators.

The work of cleaning up the site for the new Union station is being actively proceeded with, and good progress made.

The annual meeting of the Victoria and the Alexandra Industrial schools was held on June 6 at the Alexandra school, East Toronto. The report of the honorary secretary, stated that owing to the grant of the Provincial Government of $15,000 towards the Mimico building and $20,000 towards the Alexandra building, the schools would be in a position to do better work than heretofore.

The recent fixing of the wages for city labourers at $2.00 per day has been found to result adversely in the case of employees of the city water works department. They were formerly paid 18c. per hour, amounting to $11.88 per week, allowance being made for Saturday afternoons and holidays. Under the $2.00 a day by-law a deduction is made for Saturday afternoons and holidays or time off on account of the weather, so that the maximum wage is $11.00, and the average about $9.00 per week. It was ordered that they be paid a straight salary of $12.00 per week.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy and crop conditions excellent. The rain fall has been favourable to vegetation, and the spring crops were looking well. Hay will be an unusually heavy crop if conditions continue favourable. The demand for farm help was very active, the migration of so many men to the North-west having largely depleted many sections of available men. Earlier in the season many yearly contracts with immigrants were made, but latterly the demand has principally been for extra help during the busy season. The wages paid on short contracts for experienced men range from $20.00 to $25.00 per month with board, more being given in some instances.

Manufacturing.—The manufacturing industry in most departments continued very active, and numerous additions or extensions of plants were in progress, indicating confidence in the future of the city. The T. Eaton Co., is building an addition to its factory of 99 by 10 feet. R. Schofield is building a motor boat factory on Carlaw street. The Brunswick-Blake Collender Co. is putting up an extension to its factory. The Fairgrieve Manufacturing Company is extending its factory. Shipbuilding was active; at the Polson yards, two large dredges for the Dominion Government and the City of Toronto being in course of construction. The manufacture of gasoline engines is an industry of growing importance. The Toronto Gas

and Gasoline Engine Company now employ about forty men.

Railway construction.—The last steel bridge over the Don River on the James Bay Railway was finished on June 9. The section of the line north of Beaverton is complete as far as track and bridge work is concerned. The work of ballasting is being pushed, and it is hoped to have the line open in time for Muskoka travel. The first coach arrived in Beaverton from Toronto on June 14. The Canadian Northern Railway Company purchased two blocks of land for its eastern entrance into the city, and for the new freight sheds.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, stone masons, carpenters, lathers, plasterers, painters and builders' labourers, were actively employed. Plumbers, steamfitters and gas fitters found trade quiet in the earlier part of the month, but improving towards the close. The Federated Council of the building trades on June 19 forwarded to the Board of Control a strong protest against insufficient scaffold inspection, based upon recent accidents. On the 27th the city architect reported to the board that the complaints were not borne out by the facts.

Metal, engineering and shipbuilding.—Conditions were satisfactory, and all trades busy, with but few out of work. Electrical workers to the number of 200 went out on strike on the 13th, demanding an increase of wages from 27½c. to 35c. per hour. They returned to work on the 22nd, a compromise having been effected at 32½c. per hour. Thirty-five iron moulders employed at Reid & Brown's factory went out on the 22nd demanding to be paid weekly instead of bi-monthly. Their demand was conceded and they resumed work on the 26th.

Woodworking and furnishing.—Coopers, furniture makers, upholsterers, pattern makers and woodworking machinists had a good month. Carriage workers were generally busy except for the disturbance in the trade created by the strike. Many of the strikers have found work in other lines.

Printing and allied.—Printers had a rather quiet month. Bookbinders reported trade good.

Clothing.—Custom tailors were generally well employed. Garment workers, hat and cap workers, and boot and shoe workers had steady employment.

Food and tobacco preparation.—Activity prevailed in all lines.

Leather.—These trades, especially harness makers were busy.

Miscellaneous.—With the advance of the season, hotel and restaurant employees, barbers and laundry workers found work more plentiful.

Transport.—Summer travel increased considerably the amount of railroad and steamboat traffic, and all classes engaged in transportation were actively employed with prospects of a busy season. Longshoremen whose work was slack early in the navigation season on account of the coal strike were well employed towards the end of the month.

Unskilled.—Unskilled labour was much in demand in the rural districts and was generally well employed in the city.

DISTRICT NOTES.

Thornhill.—A flow of natural gas has been struck a short distance east of Thornhill at a depth of 78 feet. Gas was struck at Thornhill station two miles distant about ten years ago, but was never developed.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was steady employment for all, but no demand for additional labour in any line of industry during June. A few men in the building trades found work scarce and went elsewhere. The new silver plating and cutlery factory was nearing completion, a calcium carbide factory was in course of erection, and enlargements of the wine and canning factories were about finished. Contracts for several miles of permanent sidewalks and for waterworks extensions were let by the city. Freight and passenger traffic, both by rail and water, was heavy. Wholesale and retail trade

was steady, though at times rather quiet. Retail clerks in the stores in the south end of the city received an early closing arrangement from their employers, and barbers in the north end will get Wednesday off during the summer. A strike in the stone quarries at Thorold affected a number of stonecutters in this city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The busy season for fruit growers opened with the June berry crops. Some fruits will be a very heavy crop and others rather light. Agricultural employment generally was good. Tomatoes for canning were being more extensively grown than ever before.

Manufacturing.—All factories were running full time, with full staffs of employees.

Railway construction and employment.—Railway construction was active, particularly along the Michigan Central line from Welland to Fort Erie, which is being double-tracked, and on the line of the Niagara, St. Catharines and Toronto Railway extension from Thorold to Fonthill. There was a demand for teams and men on these works. The Niagara, St. Catharines and Toronto main line west from Niagara Falls was re-laid with heavier rails and new sidings and other improvements were under way.

The Canadian Niagara Power Company was working on its new transmission lines. The Ontario Power Company continued the installation of additional equipment in its power house. The Electrical Development Company was hastening the erection of its power house, the placing of generating machinery, and the completion of work in the wheel pit and draft tubes.

CONDITION OF PARTICULAR TRADES.

Building.—Employment was steady, but not very active. Carpenters were all working but no more were needed. Bricklayers and masons were busy, but plasterers, plumbers and steamfitters were quiet. House painters were temporarily in demand and builders' labourers active.

Metal, engineering and shipbuilding.—Foundrymen of all classes had an active month. Steam engineers were all working, all unemployed men having gone away. Linemen were busy, as were also electrical workers.

Printing.—Printers were all working.

Clothing.—Journeymen tailors were well employed.

Food and tobacco preparation.—Work commenced in the fruit canning factories and gave employment to many hands. Butchers and bakers were active, as were also ice delivery men.

Miscellaneous.—Barbers had a good month. Retail clerks, stenographers and office employees were all busy. Many saleswomen found employment in souvenir stores near the Falls. Restaurant and hotel employees were very busy and were in demand.

Transport.—Trainmen, yardmen and other classes of railway employees were very active. Steamboatmen reported a busy month. The transportation of troops and supplies to the militia training camp at Niagara-on-the-Lake gave railways and steamboat lines much extra work. Street railway employees had an active month. Teamsters and draymen were busy.

Unskilled.—Was well employed.

DISTRICT NOTES.

Bridgeburg.—Building operations and railway construction work were active. The Mentholatum Company has started a small factory. The plant of the Canadian Shipbuilding Company was being completed, and it is expected that operations there will be active all summer.

Crystal Beach.—Many persons found employment in the hotels and places of amusement.

Niagara-on-the-Lake.—The month was a busy one, owing to the militia camp. Fruit canneries started their season's work. Steamboat traffic on Lake Ontario was active.

Port Colborne.—Conditions were quiet on account of part of the harbour work being finished and drills and dredges being laid up.

Ridgeville.—A concrete block factory was started.

Sherkston.—During May 40,000 tons of crushed stone and 5,000 cars of sand were

shipped from here to Buffalo. The Empire Limestone Company employs 275 quarrymen, 150 engineers, machinists, etc., and has four miles of railway track with fifteen engines and 150 cars. Twenty-five drills are running in the quarry and twenty-five gas wells with thirty miles of pipe are in use. Twenty-five horses are also employed.

Welland.—Conditions were active. The buildings of the cordage works were nearing completion, and the erection of a large number of dwellings and several business blocks kept the men in the building trades very busy. The Dominion Government appropriated considerable sums for improvements to the Welland Canal, and much of the money will be spent at this point. A street railway through the town is projected. The bedstead factory was advertising for men. The first sod for the plant of the Ontario Iron and Steel Company was turned on June 25.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. J. Wiley, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During June, the labour market was even more active than in May. The building trades showed increased activity, a number of new buildings being started. Civic improvements, such as street paving, etc., were progressing favourably, giving employment to numbers of men. Employment in mills and factories continued active, and additional hands were employed. The firm of McSloy & Bro., has added another storey to its haircloth factory and is installing additional machinery which will double its output.

A complete change has been effected in the method of lighting the Welland Canal and opening and closing the locks. The four gas jets at the locks have given place to six Westinghouse arc lamps, which are placed so as to light up the approaches to the locks. Additional lights are placed on poles set in solid concrete at intervals of one hundred yards along the embankment. The transforming house at Thorold is almost entirely of concrete. Here the wires convey the current from the Cataract Power Company's plant at DeCew Falls, to the canal. The work of installing the motors for opening and closing the lock gates by electrical power will be proceeded with at once; one five-horse motor is already in position at lock 24, and is proving thoroughly satisfactory, opening the gates in one-third the time that it took under the old system. Fifteen minutes was considered a good average for locking a vessel; this will now be reduced to five minutes. Five hundred and sixty horse-power is now being used; this will be doubled when the changes are completed.

Wholesale and retail business was active.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Small fruits will be a good crop this year, bringing fair prices. The storm of July 8 did little damage to crops in the St. Catharines district. Initial steps have been taken to establish an experimental farm at Jordan Station. The farmers and fruit growers have approved of the site; it now awaits the approval of the Department of Agriculture.

Railroad construction and employment.—The Niagara, St. Catharines and Toronto Railway Company was busy relaying its tracks on the main line from Niagara Falls to Port Dalhousie, on the local line from Thorold, and throughout the city. The company was also busy on its new line from Thorold to Fonthill. This is in keeping with its plan of general improvements.

Other industries.—The canneries have added to their staffs of employees, and will soon be in the midst of their busy season.

CONDITION OF PARTICULAR TRADES.

Building.—The allied building trades were all busy except stonecutters, who were active.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, coremakers, machinists and engineers, electrical workers and linemen, metal polishers, buffers, platers, brass workers, blacksmiths, boilermakers, sheet metal workers, and horseshoers were active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polish-

ers, carriage and wagon makers, and coopers were active.

Printing.—The allied printing trades were busy with plenty of orders on hand.

Clothing.—Journeymen tailors and boot and shoe workers were busy.

Food and tobacco preparation.—Bakers and confectioners, ice handlers, cigarmakers and tobacco workers were active.

Leather.—Tanners, curriers and leather workers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees were busy, and laundry workers were active.

Transport.—All branches were busy.

Unskilled.—This class was active, being better employed than last month.

DISTRICT NOTES.

Port Dalhousie.—The favourable condition of the labour market during last month continued, labour being well employed.

Merritton.—Labour, both skilled and unskilled, was well employed. The by-law to grant a fixed assessment of $60,000 for ten years to the Merritton Paper Company was carried almost unanimously. The company will at once repair the mill vacated by the Canada Coloured Cotton Company, and start operations.

Thorold.—Favourable conditions continued in the labour market. Efforts are being made to have mills and factories locate in the town. The railway construction work going on on the Niagara, St. Catharines and Toronto Railway Company's lines is giving employment to numbers of men.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during June was very well employed, both skilled and unskilled. The Jackson Typewriter Company has started a $20,000 factory; the Canadian Axminister Carpet Company has secured a plot 250 x 156 feet, on which it will build a small near future; the new glass factory has already started operations, and expects to turn out goods soon, the new furnace installed having a capacity of a hundred tons, though at first about twenty tons of composition will be treated daily. The new machinery of the latter company has a capacity of about 1,200 dozen of bottles per day; at first only bottles will be manufactured, but later glassware of all kinds will be turned out. Several other companies contemplate opening branches in Hamilton, among which may be mentioned the Mechanics' Clothing factory from Detroit, and the Indiana Machine Company. The Westinghouse Company's business in Hamilton continues to increase. Additional factory space has been secured and new machinery, valued at $75,000, will be installed. The Beamsville Preserving Company has been incorporated with a capital of $60,000.

The Grimsby fruit growers have decided to operate a basket factory to meet the alleged basket combine. Farmers in the neighbourhood of Grimsby and Jordan have factory at once, and a larger one in the under consideration a plan for an independent telephone company. Shipments, both by rail and water, have materially increased during the last two years.

The bakers' strike was still on in some of the shops, although about a dozen shops have signed the agreement. Firemen on the steamer 'Turbinia' received an increase of half-time for over-time during the moonlight excursion period.

On June 15 the law against riding on the side-steps of street cars went into effect, and the police have been instructed to enforce it.

CONDITION OF LOCAL INDUSTRIES.

Railroad construction and employment.—Within the next two months the double tracking of the Radial Electric line will be completed from Hamilton to Burlington. The double-tracking on the Beach, from the canal to the Beach road, was completed during the early part of the month. The track has been laid for a considerable distance from Irondale east. The most difficult portion of the road remains to be constructed. At present a large force of men is engaged in grading the line.

CONDITION OF PARTICULAR TRADES.

Building.—Work in all branches was very busy. New factories and a large number of dwelling houses were under construction, employing large numbers of bricklayers, masons, carpenters, plumbers, painters, sheet metal workers, etc. At the Federal Life building, and the Bank of Hamilton, a large force of men were employed.

Metal, engineering and shipbuilding.—In the iron trades all were well employed. Stove plate and machinery moulders, stove mounters, coremakers and engineers were all well employed. Electrical workers, both inside and outside were busy. Blacksmiths, shipbuilders, sheet metal workers and horseshoers had a good month, and trade with jewellery workers was fair.

Woodworking and furnishing.—Wooders, upholsterers, varnishers, carvers, pattern-makers and furniture workers had a very busy month.

Printing.—These trades had a very busy month.

Clothing.—Journeymen tailors were slack, their season being over, but garment workers had a good month. Hatters were dull, and boot and shoe workers had a brisk month.

Food and tobacco preparation.—Business with bakers was fair. Butchers had a good month, but cigarmakers and tobacco workers only a fair one.

Miscellaneous.—Barbers, clerks, hotel and restaurant employees were busy, but broom makers had only a fair month. Laundry workers were busy.

Transport.—Railroad employees, both steam and electric, very busy. Steamboatmen and longshoremen were very busy. Teamsters and expressmen had a good month.

Unskilled.—Busy conditions prevailed with unskilled labour, as is usual at this time of the year.

DISTRICT NOTES.

Dundas.—Work in all the factories was very brisk, and all workpeople were very well employed. The Bertram firm, the Axe factory, the Grafton Company, the Refrigerator factory, the Glove factory, and other industrial concerns were working full time. Quarries were running to full capacity. The mills were employing a large number of hands.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fully employed during June, which compared favourably with May and the corresponding month of last year. The building trades were on the whole most active. From January 1 to May 1, one hundred and thirty-seven building permits were issued representing a value of $146,695, an increase in number over last year's permits of thirty-nine, and in valuation of $72,690. Factories were busy, several running over-time, including the screw works, and the screen and refrigerator factory; the latter is being enlarged. The Adams Wagon Works Company will commence to enlarge its premises in the near future. The Screw Company has an option on five acres of land situated in West Brantford; the company finds it necessary to increase its plant, and will also increase its staff of workmen from twenty to one hundred and forty. The construction of sewers and sidewalks and other civic work gave employment to a large force of men. A Toronto firm has decided to locate a plant here for the manufacture of sand lime brick, it is not known definitely when it will commence operations.

The Saturday half-holiday for the summer months, was started in most of the factories on June 2. The printing and allied trades also started on June 2, and the bakers and horseshoers, who take the Wednesday afternoon, commenced on the 13th and 20th, respectively. About one thousand five hundred employees were affected by these holidays. The arrangement is growing in favour. The Waterous Engine works employees, the plumbers, and two cigar factories take the half-holiday during the entire year.

The continued wet weather considerably affected trade during the month. On the 7th instant, twenty-five Armenian labourers employed at the Malleable Iron Works

struck for an increase in wages from fifteen to seventeen and a half cents per hour; in a few days the number of strikers was increased to forty-five, and about fifty men were affected indirectly. The strike lasted about one week, the company securing more men. A number of the strikers left the city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers and gardeners were busy. Severe rain and wind storms did some damage. Strawberries, the first of the fruit crop, were plentiful and prices were low.

Manufacturing. — Factories generally were busy, over-time being worked at several. The Wire Nail Works employing about twenty hands were closed during the month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers and plasterers, painters and decorators were very busy. Plumbers and gasfitters were also busy, and builders' labourers were fully employed.

Metal, engineering and shipbuilding.—Iron moulders, coremakers and machinists were active; some of the latter were very busy. Metal polishers, buffers, stove mounters, machinery and general blacksmiths and horseshoers were busy. Boilermakers and sheet metal workers were very busy.

Woodworking and furnishing.—Carriage and wagon makers, pattern makers and coopers were active.

Printing.—Printers and pressmen were busy.

Clothing.—Journeymen tailors were active.

Food and tobacco preparation.—All engaged in these trades were active.

Leather.—Leather workers and saddlers were busy.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant employees and laundry workers were active.

Railroad construction and employment.—Railroad trackmen, freight-handlers, street railway employees, carters and teamsters were busy. Cab drivers had an average month.

Unskilled.—This class was fully employed.

DISTRICT NOTES.

Paris.—Labour was fully employed. The building trades were brisk, and the factories and mills ran steadily.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial conditions during June showed little change as compared with May; there was a slight improvement in some lines of indoor work, especially towards the close of the month. The manufacturing industries generally were active and the building trades busy. A feature of the month was the demand for handy-men, which was apparently greater than the supply. The excursion season to the Ontario Agricultural College has not brought the average number of visitors, the weather probably being responsible for the decrease; it is estimated that so far 30,000 visitors have attended. Retail trade has been good. Work on the large buildings under way was being rushed, and had a tendency to retard new dwelling contracts. Stonecutters obtained a new wage rate of $3.20 per day; the old rate was $3 for eight hours. There were no other changes in wages or hours and no disputes.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing. — Factories continued busy with an improvement in the organ and piano, and stove trades, and a slight easing off in a number of small lines compared with last month.

Railroad construction and employment.—Railroad construction on the Guelph to Goderich extension of the Canadian Pacific Railway was fairly well completed at the Guelph end.

CONDITION OF PARTICULAR TRADES.

Building.—These trades had a busy month. The Armory and the Mechanical buildings at the Ontario Agricultural College, the Homewood Sanitarium addition, and the new Crowes iron works, all em-

ployed large forces of men, and the addition to the Taylor-Forbes works will soon be started. Contracts for the erection of dwelling houses were not being made with the same freedom as earlier in the year, largely because of the heavy contracts on hand. Bricklayers and masons, carpenters, stonecutters and builders' labourers all had a busy month, while painters, electricians, plasterers, plumbers and sheet metal workers were active.

Metal, engineering and shipbuilding.—The iron trades had a busy month with an improvement in the stove and radiator shops, and a slight falling off in the piano plate trade. Moulders had an active month as also had machinists, machinists' helpers and tube mill workers.

Woodworking and furnishing.—These trades were active in most lines. Piano and organ workers were dull during the first part of the month, with improved conditions later. Carriage and wagon workers, and upholsterers were active, but coopers were dull.

Printing.—All employed in the printing and allied trades had an active month.

Clothing. — Journeymen tailors were quiet, and ladies' garment workers busy.

Food and tobacco preparation.—Bakers, confectioners and cigarmakers were active.

Miscellaneous.—Barbers, clerks, delivery employees, and those who directly serve the public had a busy month owing to the June excursions to the Ontario Agricultural College.

Unskilled.—This class was in good demand. Heavy construction work has not been so plentiful, and there were fewer Italians employed.

BERLIN, ONT., AND DISTRICT.

Mr. Harry Peters, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General activity prevailed during June, all classes of labour, skilled and unskilled, finding plenty of work at good wages. Work continued especially active in the building trades, in each branch of which mechanics were fully employed. Street paving and the construction of cement walks gave employment to a large number of men and teams.

There is a scarcity of dwelling houses. A local company has received a special permit to erect twenty-five frame houses for workmen within the fire limits.

The Bell Telephone Company has commenced placing its wires on King street underground, which is giving employment to a number of men. The factories of Messrs. Cowan and Plommer, and Wunder Bros., are nearly completed. They are expected to be in operation shortly. The proposed new St. Jerome's College building will be 144 feet long and six stories high.

There have been no changes in rates of wages or hours of labour. Twenty cigarmakers are out on strike, since the first of the month. They demanded an increase of 50 cents per hundred on 5-cent cigars, which was refused.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Prospects look bright for a good crop, especially of sugar beets, thinning has commenced.

Manufacturing. — Manufacturers generally had a good month and some were unable to keep up with orders.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers and plasterers reported a busy month. Painters had more work than they could handle. Plumbers, gas and steamfitters also had a good month.

Metal, engineering and shipbuilding.—The month was a good one. Iron moulders, iron workers and helpers had a very busy month, with plenty of work on hand.

Woodworking and furnishing.—Factories had a very busy month, some working overtime.

Printing and allied.—Printers were very busy.

Miscellaneous.—Barbers and deliverymen were active, hotel and laundry workers were busy.

Unskilled labour.—Labourers were well employed.

DISTRICT NOTES.

Elmira.—Building operations are at present active, and a number of new homes are going up, while many old ones are being repainted and repaired.

WOODSTOCK, ONT., AND DISTRICT.

Mr. R. F. Parkinson, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

In practically every branch of industry the month of June was characterized by great activity, conditions in general being equally as satisfactory as in the previous month. Skilled workmen in particular were very busy, several manufacturers reporting the demand in excess of the supply, while unskilled labour found steady employment in outside work. All factories were working full time, and building operations were active.

Early in the month work was commenced on the erection of a new factory for the Warren Church Organ Company, and outside operations on the large extension to the plant of the Woodstock Wagon Company were completed. The Oxford Knitting Company commenced operations, employing a number of hands. The Standard Wire Fence Company has prepared plans for a new factory building, and the Ontario Government awarded the contract for the erection of two additional buildings in connection with the Ontario Epileptic Asylum, at a cost of $50,000. Civic improvements including the construction of pavements, sewers and sidewalks furnished employment for all available labour.

Exceptional activity was noted in the piano and organ and furniture manufacturing establishments, the former being busily engaged on export orders and the latter on large Ontario and North-west contracts.

Bank clearings for the month were most satisfactory. Freight shipments were heavy and all branches of transportation were active. Wholesale and retail trade had a good month.

No changes in rates of wages were reported, and existing relations between employers and employees were satisfactory. Throughout the city the weekly half-holiday movement was generally supported. All dental, legal, insurance and bank offices have decided to close every Thursday afternoon during July and August. All grocers, shopmen, meat dealers, jewellers, druggists, hardware, tinware, furniture, music, provision dealers, and barbers have decided to observe the same holiday. The Thomas Organ Company will close every Saturday afternoon during the next two months, and it is possible that other factories will follow their example. In all about 1,000 employees will take advantage of the holiday.

The price of coal in Woodstock will remain at $7.00 per ton this season, the usual spring reduction of 50c. per ton, not being allowed by reason of there being no change in price by the wholesalers.

The City Council has been active during the month looking for new industries, a committee of ten having visited the plant of a large iron working company at Detroit, which is about to locate in Canada.

The rate of taxation this year will be 17 9-10 mills.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Prospects were very promising. Fall wheat, hay, and spring crops generally gave evidence of an abundant yield. The output of cheese has been the heaviest on record, while the price, 11 cents per pound, is the highest in years. The last week in June farmers received $7.45 per hundred pounds for hogs, live weight. Farmers were engaged in haying operations on July 1st.

Manufacturing. — Industrial establishments of all kinds were crowded with work, many being unable to fill orders. The unequalled prosperity of the country is responsible for an unprecedented demand for practically every line of manufactured product.

Railroad construction.—The Grand Valley Electric Company has filed plans for a radial line from Woodstock to Brantford. Embro capitalists are forming a company to build a steam road from Embro to St. Mary's, seventeen miles, to connect with the Canadian Pacific Railway at Embro. This line will run through a rich dairying and agricultural district.

CONDITION OF PARTICULAR TRADES.

Building.—According to contractors more building is in progress this year than at any time in the past ten years. Every branch was therefore active, bricklayers, carpenters, masons, painters, plumbers and

builders' labourers being all busily engaged.

Metal and engineering.—Iron moulders and machinists had a good month; stovemakers, blacksmiths and boilermakers were active; jewellers were fairly busy, and electrical workers were well employed.

Woodworking and furnishing.—Furniture workers, upholsterers and carvers were very busy, the furniture factory being unable to keep up with orders. Carriage and wagon makers were actively employed working full time, while activity also marked the operations of piano, organ and pipe organ workers. Coopers were busy.

Printing and allied.—Printers and pressmen were active, all members of the craft being employed.

Clothing.—Journeymen tailors reported an active month. Boot and shoemakers were busy.

Food and tobacco preparation.—Bakers and confectioners were very active, as were also butchers and meat dealers. Ice handlers became busier as the warm weather progressed. Cigarmakers were employed full time.

Leather.—Harnessmakers had a favourable month. Tanners and curriers were working full staffs.

Miscellaneous. — Barbers were busy. There was no lack of work for clerks and deliverymen. Laundry workers were active.

Transport.—All branches of railway employees were very busy. Teamsters, expressmen and freight-handlers were active. Railway trackmen were busily engaged on the usual summer construction work.

Unskilled.—There was a steady demand for unskilled labour. Nearly all the recently arrived immigrants have secured employment either in the city or with farmers at good wages.

DISTRICT NOTES.

Ingersoll.—A by-law was passed on June 25 to loan $25,000 to the Ingersoll Knitting Company.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during June was active, particularly in the building trades, but there appeared to be sufficient men for the work. A number of transfers of real estate have taken place, and building permits to the value of $40,000 were issued during the month. The laying of cement walks and the paving of the market square is giving employment to a number of labourers. Industrial establishments were active, keeping up with orders. Wholesale and retail merchants reported business very good, a number of merchants have granted their clerks a weekly half-holiday during the months of July and August. The Sovereign Bank of Canada has opened a branch here, making five banks now in the city. There was no change in rates of wages or hours of labour, and no trouble in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy. Recent heavy rains have had a good effect, and there is every prospect of large fall wheat and hay crops. Market prices were as follows:—Wheat, 80 cents per bushel; flour, $2.40 per cwt.; butter, 18 cents per lb.; eggs, 17 cents per doz.

Manufacturing.—All establishments were busy, especially clothing and woodworking factories.

Railroad construction and employment.—There are no railways in course of construction, but sectionmen were busy keeping tracks in proper repair.

CONDITION OF PARTICULAR TRADES.

Building.—With a few exceptions all employees were busy. Painters were in demand.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, boilermakers, blacksmiths and sheet metal workers were active.

Woodworking and furnishing.—Woodworkers had a busy month. Carriage and wagon makers were active. With coopers trade was fair.

Printing.—Printers were fairly busy with full staffs.

Clothing.—Journeymen tailors and garment workers were very busy.

Food and tobacco preparation.—Bakers and confectioners, and butchers were busy. Cigarmakers were very busy.

Leather.—Harnessmakers reported trade fair.

Miscellaneous.—Barbers, clerks, delivery, hotel and restaurant employees, and laundry workers were very busy.

Transport.—Train crews had a busy month owing to the large number of excursions. Teamsters were very busy.

Unskilled.—This class was well employed, but the supply was equal to the demand.

DISTRICT NOTES.

Seaforth.—A by-law was passed to loan the W. H. Willis Shoe Company $10,000 to establish a shoe factory. The erection of a suitable building has been commenced, and it is expected to be in operation by the end of October. The work of paving Main street gave employment to a number of men.

Goderich.—About $7,000 worth of cement sidewalks will be laid this year, towards the cost of which the town contributes upwards of 50 per cent. A by-law will be voted upon on July 1 to guarantee $150,000 of bonds of the Maitland River Power Company.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of June proved equal to the same month last year in general activity of all classes of labour, and far ahead of the preceding month. Although the influx from Great Britain continued, all were securing employment. A large number of new works were commenced including several buildings for the London Canning Company, viz., a workshop two stories high, 32 x 50 feet; a process room, 32 x 60 feet; and a corn shed, 40 x 75 feet. The Bennett Vaudeville Theatre is being re-modelled at a cost of $30,000. The Dominion Office Fitting and Showcase Company's works are in course of construction, also numerous residences costing from $3,000 to $20,000. Contracts have been let for new pavements on four of the principal streets at a total cost of about $25,000. An important feature of the month was the competition for stores not held under leases on the principal streets, the result being that merchants are buying the stores they occupy so as to hold them. Barber shops are being forced off the street, as they cannot pay the high rent. The 'home-seekers' excursion to the North-west on the Canadian Pacific Railway took about 100 persons from this district.

The Wednesday half-holiday among the retail merchants commenced on the first of the month, and will continue during July and August, including grocers, butchers, druggists and hardware stores.

The bricklayers who went on strike on May first for an increase from 40 to 45 cents per hour declared the strike off on May 28th, and returned to work at the 40-cent rate.

The Street Railway employees had their wages increased on June 1. Formerly spare men received 15⅓ cents per hour, or when placed on regular runs 16⅓ cents per hour. When in the employ of the company one year they received 17 cents an hour. Now spare men will be paid 16 cents an hour; the same will be paid to first year men; second year men will be paid 17 cents an hour, and third year men 18 cents an hour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers suffered through electrical storms during the month, the crops being blown down, barns unroofed and other damage done. About 150 oil derricks were also blown down and considerable damage done to the wells.

Railroad construction and employment.—The official opening of the South-western Traction Company's line between this city and St. Thomas took place on June 1, and passengers are being carried between this city and intermediate points. The new station here is to be 80 x 40 feet, and will be two stories high, costing about $12,000. The London Street Railway Company is making good progress on its new South London belt line, though inconvenienced by a shortage of help.

CONDITION OF PARTICULAR TRADES.

Building.—All were in a state of exceptional activity and employment was found

for all comers. Bricklayers were rushed, as were carpenters, with a demand for first-class men. Lathers and plasterers were exceptionally busy, working overtime. Painters had more than they could do. Plumbers and steamfitters were extra busy, stonecutters were in demand, and experienced builders' labourers could not be procured.

Metal, engineering and shipbuilding.—Moulders reported trade active. Iron workers were extra busy, the London rolling mills running night and day staffs. Machinists had more work than they could handle. Electrical workers were very busy, especially on house work, and linemen were rushed, the storm blowing down a large number of lines. Metal polishers and stove mounters reported trade improving, and boilermakers and blacksmiths were very busy.

Woodworking and furnishing.—Woodworkers were busy; the local handle company put on a number of men. Carriage and wagon makers reported trade good. Car builders had a large quantity of repair work ahead of them, and coopers were exceptionally busy.

Printing.—Printers reported trade good, with a demand for first-class job printers; pressmen were also busy, some working over-time. Paper box makers were busy and have increased their staffs.

Clothing.—Tailors were exceptionally busy; business with them heretofore generally began to slacken off about the end of June, but this year they were rushed. Garment workers, boot and shoe workers were busy; one of the local firms of the latter had to shut down for a week owing to the excavation for the erection of a warehouse, next door, causing the firm's building to settle, alarming the employees.

Food and tobacco preparation.—Cigarmakers were losing from three days to two weeks during the month, owing to this being the end of the fiscal year, and the Government stock-taking being on.

Leather.—Saddlers and leather workers generally were very busy.

Transport.—Railway train crews reported an exceptionally good month, with a large quantity of freight moving. Teamsters were exceptionally busy, working long hours.

Unskilled labour.—There existed a heavy demand for this class, and it will likely continue until fall.

DISTRICT NOTES.

Glencoe.—On June 4th, by a vote of 219 to 7, a by-law was passed to advance $8,500 to the Messrs. Hogg Company, for the erection and equipping of a knitting factory.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was generally active during June, supply being equal to demand. In the building trades there was the usual activity of the season. There has been a slight shortage of brick, but it did not seriously affect building conditions. A scarcity of plasterers has been the cause of keeping lathers back with their work, and several of the latter have recently left the district. There was at the close of the month a splendid opening in this city for this class of mechanics. The relations between employers and employees have been amicable, and no changes in rates of wages or hours of labour have been reported.

On June 24 the Southern-Innis Company found it necessary to reduce its force of employees owing to a scarcity of logs, it being impossible to secure teamsters to haul them to the factory. The reduction affected forty men.

The South-western Traction Company will have its line connected with the city street car line by July 1. There was already considerable traffic on the line. Busses were used to convey passengers from the city office to the nearest point to which cars were running.

The General Grievance Committee of the Brotherhood of Locomotive Engineers ,of the Michigan Central Railway Company, which had been in session at Detroit, Mich., with the officials, was successful in having engineers' pay increased. On the large class of engines an increase of 12 cents per 90 miles for freight and 6 cents per 90 miles for passenger service was

granted, and on the smaller type of engines 6 cents per 90 miles for passenger service was granted. The increase will take effect at once.

The chief of the city fire department and the three drivers were granted an increase of $5 per month to take effect on the first of June.

The rate of taxation for the present year has been struck at 21 mills on the dollar. This rate will pay off one-half the floating debt of the city, amounting to above $4,000.

Street car receipts for the month showed a substantial increase over the corresponding month of last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops promise well according to reports received from outlying districts. Frosts did little damage and the intermittent spells of sunshine and rain have assisted greatly. The recent storm damaged vegetables and small fruit trees to some extent, but the fruit yield will be a good one, especially apples and cherries. Contrary to expectations, hay will fall a little below the average, but the shortcomings of this crop will be made up in other districts from which better reports are received. All cereal products, with the exception of corn, promise well. The farmers in this district are uncertain as to the supply of farm labour to help with the harvest. The departure from this district of many young men to the West has depleted the labour market very considerably.

Manufacturing.—All establishments were active, especially planing mills and foundries. The Southern-Innis Company made a big reduction in its staff owing to a scarcity of material, and it is possible that those laid off will not be re-employed for some months.

Railroad construction and employment.—The Michigan Central Railway Company is pushing construction work to completion with despatch, twelve work trains and many workmen being employed along the line. The summer has been an exceptionally busy one so far. Locomotive firemen were in demand on the Michigan Central Railway, and can find steady employment providing that they can pass the rigid physical examination required.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons have been well employed. Carpenters, joiners, painters, paperhangers and decorators have been busy.

Metal, engineering and shipbuilding.—Machinists, blacksmiths and boilermakers had an average month, but moulders were busy.

Woodworking and furnishing.—These trades were active.

Printing.—Printers were scarce and the demand exceeded the supply. The offices were very busy with summer work.

Clothing.—Journeymen tailors and garment workers had a busy month.

Food and tobacco preparation.—Butchers complained that trade was quiet, and confectioners reported a fair month.

Miscellaneous.—Barbers had a fair month, and laundry workers a busy one.

Transport.—Cabmen were doing a rushing business; draymen, carters and expressmen were active, and teamsters were scarce.

Unskilled.—This class was well employed.

DISTRICT NOTES.

Aylmer.—At a recent meeting of the Town Council it was moved that a by-law be prepared for the purpose of loaning $7,000 at 4½ per cent. interest, for ten years, to be paid back in equal annual installments, for the establishment of a pork packing factory.

Port Stanley.—Boring for oil continues with excellent prospects of success.

CHATHAM, ONT., AND DISTRICT.

Mr. John R. Snell, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during June showed little change from May. The building trades especially were quiet, comparatively few buildings being under way.

According to a Tilbury despatch, it is becoming difficult to secure leases from the

farmers in the oil fields. The Windsor, Essex and North Shore Electric car line will reach Tilbury during the summer of 1907.

On June 9th a storm blew down the tower of the Park street Methodist Church and uprooted shade trees, factory chimneys were also levelled and lines of communication disabled. East of Windsor all wires were down. The storm did damage at Rodney West Lorne, Dutton, Shedden, Frome and Fingal.

The salaries of the Collegiate Institute teachers were increased, that of the principal by $100, making it $1,650 per annum; of the others, one was increased from $1,175 to $1,200, and two from $900 to $1,000. Four who were getting $1,250 did not receive an increase.

The by-law to aid the Keystone Beet Sugar Factory by a loan of $75,000 was defeated on May 23, but a new arrangement has been entered into with the city and another by-law will be submitted on July 5. A by-law will also be submitted to aid the International Electrical Co. by a loan of $20,000, to be repaid in 15 annual instalments with interest at 3 per cent. per annum, free water to the extent of 3,500 gallons per day, and exemption from taxes for ten years, except school and frontage taxes.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers report excellent prospects for an abundant crop.

Manufacturing.—Conditions were fairly active.

Railroad Construction.—The Lake Shore Electric Railway Company was very busy extending tracks, but later came to a standstill until permission to cross the Grand Trunk Railway track is obtained.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, stone cutters and builders' labourers reported trade quiet. Carpenters, lathers and plasterers were dull, painters and paperhangers very quiet, and plumbers active.

Metal and Engineering.—Iron moulders and iron workers were quiet. Machinists, engineers, electrical workers and linemen were busy, but blacksmiths and sheet metal workers were rather dull.

Woodworking and Furnishing.—Carriage and wagon makers were quiet. Coopers were active.

Printing and Allied Trades.—Printers, pressmen and bookbinders were busy.

Clothing.—Journeymen tailors, and boot and shoe workers were dull.

Food and Tobacco Preparation.—Bakers and confectioners were active. Cigarmakers and tobacco workers were quiet.

Leather.—Harnessmakers and saddlers were quiet.

Miscellaneous.—Clerks, delivery employees, restaurant and laundry workers were active.

Transport.—All classes of railroad men were busy. Teamsters and draymen were active.

Unskilled Labour.—This class was in demand in the country.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, Correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was exceptionally well employed during June, though bricklayers were somewhat retarded by a scarcity of brick. The Best Goods Company is making extensive alterations to plant, building a large dry kiln and a large addition to the factory. Options held by the United States Steel Company on 2,000 acres of land situated on the river front are being renewed. Wholesale and retail merchants reported business active. Several firms close their places of business at 12 o'clock on Saturdays during June, July and August; law offices close every day during July and August at 12 o'clock.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to heavy rain, crop prospects are not very good in some places, fields of grain having been washed out. Hay will be a large crop, and fruit promises to be abundant. Strawberries are plentiful, and farmers' produce still commands a good price. Butter sells from

20 to 25 cents per pound; eggs from 18 to 20 per dozen; potatoes, 70 cents a bushel; young chickens, 50 cents a pair; old chickens, 80 cents a pair; ducks, $1 per pair.

Manufacturing. — Factories continued busy with plenty of orders on hand.

CONDITION OF PARTICULAR TRADES.

Building.—Owing to the wet weather and the scarcity of brick the bricklayers and masons have not had a very good month, but the rest of the building trades were very busy with considerable work ahead.

Metal, engineering and shipbuilding.—The iron trades had an active month. Iron workers and helpers, linemen, brass workers, blacksmiths and horseshoers were all working. Sheet metal workers had a dull month.

Woodworking and furnishing.—These trades were about the same as last month, being very busy.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors had a very busy month with work ahead.

Food and tobacco preparation.—Three bakers and confectioners have started in business since last month. Trade was very good. Butchers and meat cutters, cigarmakers and tobacco workers were all working.

Miscellaneous.—Barbers reported a good month, and clerks, delivery employees, hotel and restaurant employees, and laundry workers were in demand.

Transport.—Railway train crews were busy, a large amount of freight and passenger business moving. Street railway employees reported extra hours being worked.

Unskilled.—This class was fully employed.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was in a very healthy condition during June. The general demand was good, and somewhat more active than in June last year. Indications point to a scarcity of labour as the haying and harvesting seasons approach. All local industries were active, and were growing as the population is increasing. The Assessment Commissioner has just issued his final statement as to the population of the city at the present time which he places at 101,051; last year it was 78,000. The most pronounced activity is in the building trades. Last year's phenomenal activity will be eclipsed by that of the present year. Up to the present time the number of building permits issued by the building inspector exceeds those of last year during the corresponding period. The plans of many additional buildings have been submitted to the building inspector.

Commercial activity is steadily increasing as evidenced by the increase in bank clearings and in railroad earnings. Wholesalers reported conditions exceedingly favourable.

The only change in wages was in the iron trades, about twenty-four moulders receiving an advance of 1½ cents an hour, and an agreement that an additional cent will be granted at the expiration of three months.

The by-law which was submitted to the ratepayers on June 28 granting to the Street Railway Company permission to operate cars on Sundays was carried. Objection was taken by street railway employees to the following clause:—

'The company shall not oblige any motorman or conductor to work more than six days per week, a day to be ten working hours, and no motorman or conductor having worked for six days shall be obliged to resume work until he has been a complete day of twenty-four hours off duty.'

They desired to have substituted for the words 'oblige' and 'obliged' the words 'permit' and 'permitted,' respectively. On the same day three other by-laws were submitted to the ratepayers of Winnipeg for their approval. One provided for the construction of a power plant on the Winnipeg river, another for building certain public schools, and another for the adoption of an amendment to the city charter, providing for the establishment of a Board of Control, as in Toronto.

The revised report of the Assessment Commissioner showed a total assessed value of $80,511,725.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—From all sources excellent reports are being received as to crop conditions. The acreage under crop is very much larger than last year and the crops are more forward. During the latter weeks of June and towards the middle of the month rains were heavy in some parts of the West, but no serious damage is reported.

Railroad construction and employment.—There was no abatement in the extraordinary amount of railroad construction under way.

CONDITION OF PARTICULAR TRADES.

Building.—All departments were active. Excavations for the new Grain Exchange building were commenced and in a few days the foundations will be begun. This building will be seven stories high and fire proof, and is estimated to cost about $500,000. The new Winnipeg theatre is being actively forwarded and the steel frame work is almost completed. A large warehouse completed only about one year ago is being increased by the addition of two stories. Work has commenced on a building for the Imperial Bank, and operations on another expensive building for the Royal Bank will start in a very short time. The tower of a new Methodist Church collapsed during June, and will cost to be re-constructed approximately $15,000. Many apartment blocks were being built, and dwellings equal to the number built last year. In view of this activity labour conditions are expected to continue bright until very late in the fall, and the chances for steady work during the whole of the winter were better than they have hitherto been.

Metal, engineering and shipbuilding.—Conditions have been unsettled on account of the strike of the moulders. In two establishments settlements were arranged about the middle of the month and since that time conditions have assumed their normal state of activity. To get out orders that were delayed extra men have had to be employed. The Vulcan Iron Company has not as yet made any settlement with its employees. The interruption to business has resulted in the importation of castings on a larger scale than usual.

Woodworking and furnishing.—Woodworkers were all very busy, and indications point to a heavier volume of business than usual.

Printing.—In the printing trades business has not been very active during June. All hands have been fairly well employed, but evidences of slackness have not been wanting. The amalgamation of the firms of Messrs. McIntyre Bros., and The Douglas Printing Company was announced towards the latter part of the month.

Clothing.—Conditions were excellent. A new agreement was signed between the employers and the members of the Garment Workers' Union. The exact terms of this agreement have not been made public. The previous schedule had fallen into disuse.

Leather.—Continued activity prevailed in the leather trades and the factories were increasing their staffs.

Miscellaneous.—The demand for miscellaneous workpeople was not greater than the supply, and there was the usual surplus of applicants for light work in warehouses and for positions in offices. Good stenographers were in demand.

Transport.—In transportation circles experienced men were being picked up, and there is a probability that with the approach of the crop moving season there will be a shortage of men.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Greater activity has been evidenced in all lines of labour as the season advances. Never before has there been such a large amount of building in progress in this city at this time of the year. Plans are now ready for the erection of the Brandon station of the Great Northern Railway; it will be built of Bedford stone and pressed brick, 75 x 35 feet, and cost over $30,000. Among other buildings in course of erection are a large brick block to cost in the neighbourhood of $50,000, another block and a building for the Merchants' Bank. A collegiate institute and ward school are about to be built. Building operations are very

active all over the city, and it is confidently expected that the expenditure will exceed that of any previous years. Freight traffic on the Canadian Northern and Canadian Pacific Railway is somewhat quiet, but passenger traffic is active. Wholesale and retail merchants reported trade conditions very satisfactory. No change has occurred in rates of wages or hours of labour, and there has been no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crop prospects were never better. The rains of the past few weeks have done much good, particularly in high rolling prairie districts. The crop situation is said to be, by the best authorities, as favourable for the season as in bumper years of the past. It is reported that the wheat area has been increased this year 20 per cent. Considerable business was being transacted in city and farm property.

Lumbering.—The mills reported trade very brisk.

Railroad construction and employment.—The construction of the Great Northern lines of railway from Brandon to the boundary, and from Morden to Wallahalla, is under way and one thousand men will be at work early in July. The Canadian White Construction Company is busy near Saskatoon; there are three large steam engines at work, also a large steam excavator.

Other industries.—An expert was engaged sinking an oil well, and at a depth of one hundred feet oil was struck. The fluid burns brightly. An option has been secured and a company formed to continue the operations.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons carpenters, joiners, lathers, plasterers, painters, decorators, paperhangers, steamfitters, marble cutters, builders' labourers and stonecutters were active. There were several openings for steamfitters.

Metal, engineering and shipbuilding.—Machinists, blacksmiths, boilermakers, sheet metal workers and jewellers reported trade active.

Woodworking and furnishing.—Woodworkers, upholsterers and pattern-makers were busy.

Printing and allied.—Printers and pressmen were active.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were busy.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters, cigarmakers, and ice handlers were active.

Leather.—These trades were somewhat quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, and laundry workers were busy, but furriers found trade dull.

Transport.—All engaged in transportation were busy, excepting those in the freight service, who were somewhat quiet. Draymen, carters, teamsters and expressmen were active.

Unskilled.—The demand for farm hands in the province still continues; the supply has not been equal to the demand yet this year. Wages are higher and there is no probability of any reduction in the price which must be paid for a good farm hand. There were very few idle men in the city. The corporation is employing a considerable number of men on civic improvements.

DISTRICT NOTES.

In the Redvers district, Saskatchewan, crops were well advanced. The prospects for this year's crops in the Pipestone district never looked brighter. Crops in the Dauphin district are very satisfactory, and several substantial business blocks are being erected. Railway construction supplies continue to arrive in *Saskatoon*, and work is being rushed both east and west. It is believed that the extension will be completed in August.

MOOSE JAW, SASK., AND DISTRICT.

Mr. J. R. D. Bastien, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

In view of the large amount of civic work and railway construction projected for the present season, the demand for general labour was more active during June, and will probably increase in activity as the

season advances. The heavy influx of immigrants made railway employees exceptionally busy and general trade has profited thereby. Wages were upwards in tendency owing to the demand for labour; the labour market was free from unrest.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions thus far have been most favourable and the prospects for an excellent harvest and an abundance of employment are good. The influx of settlers has been on a heavier scale than in any previous year; the acreage under crop has also increased.

Railway construction.—Active construction work was begun in June, and the season promises to be an exceptionally busy one.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons and carpenters were very busy. In the other branches conditions were also exceptionally favourable.

Metal.—Moulders and machinists were very busy; other branches were active.

Woodworking.—Car builders were active.

Printing and allied.—Conditions were very favourable.

Clothing.—Tailors and garment workers were busy; boot and shoe workers were active.

Food and tobacco preparation.—Bakers were busy, and butchers and meat cutters active.

Miscellaneous.—These classes were very well employed.

Transport.—Railway employees were very busy, teamsters were active.

Unskilled.—The season promises to be more active than in previous years.

EDMONTON, ALTA., AND DISTRICT.

Mr. W. A. Deyl, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during June was active, showing an improvement over May, and far exceeding in activity that of the corresponding month of last year. The laying of cement walks on a large scale gave employment to a large number of men and teams. Great activity prevailed in the real estate market in Edmonton and vicinity, particularly in portions which may be selected for the Grand Trunk Pacific shops and yards, and the Provincial Parliament buildings. Another high level in real estate prices was reached during the month when a lot on the main street sold at $800.00 per foot frontage. It is the intention of the purchasers to erect on this site a modern eight-storey office building. Plans are being prepared for several new warehouses for eastern manufacturers. Exceptional activity prevailed in the building trades. The transportation companies also reported a very active month. Wholesale and retail merchants found trade good. The City Council of Edmonton adopted plans for the immediate construction of main trunk sewers amounting to $300,000 in value. Tenders will be called for immediately and contracts will be let at an early date. It is estimated that it will take thirteen months' continuous work to complete the system. A contract was entered into recently, between the City of Edmonton and the Canadian Machine Telephone Company, for a complete re-construction of the municipal telephone system, by the installation of a 700 phone exchange with all necessary wiring, etc. An expert is on the way to superintend the work of installation, and the completion of the work is anxiously looked forward to, as the present system is taxed to the limit and many applications are being refused until the new work is well under way.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crop reports from the surrounding district indicated prospects for a heavy yield to be of the best. Cut worm ravages are not as heavy as was at first feared. Showers and good growing weather have materially improved the outlook.

Manufacturing.—Sash and door factories and planing mills were very busy. Sawmills were working full force in order to keep up with the demand for native lumber. Brick yards were very busy owing to the exceptional demand for this material.

Mining.—An unprecedented demand for coal for this season of the year kept the mines very busy.

Railroad construction. — The Grand Trunk Pacific, and Canadian Northern Railways are both actively engaged in construction work and now have a large body of men at work. It is expected that the Canadian Northern Railway Company will have its steel gang at work very shortly on lines west of Edmonton. There was a keen demand for labour of this class, and applicants were readily placed.

It was reported that the Canadian Pacific Railway Company had closed an agreement with the town of Strathcona, which is the present terminus of the branch line north of Calgary, by which Strathcona will have the terminal facilities for the company's lines in Northern Alberta. The town grants seventy acres of land, the company agreeing to expend over $50,000 in improvements.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were actively engaged. Carpenters and joiners with a few exceptions were fully employed. Lathers and plasterers, painters, decorators and paperhangers, plumbers and steamfitters, stonecutters and builders' labourers were busy.

Metal, engineering and shipbuilding.—Machinists, electrical workers, linemen, sheet metal workers, blacksmiths and horseshoers were fully employed.

Woodworking and furnishing.—Woodworkers were very busy.

Printing and allied.—Printers, pressmen and bookbinders were very busy.

Clothing.—Journeymen tailors were fully employed.

Food and tobacco preparation.—Bakers, butchers and cigarmakers were very busy.

Miscellaneous.—Barbers were fully employed.

Transport.—These trades were very busy.

Unskilled labour was fairly employed.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during June was very favourable for almost all classes. Workingmen generally have been fully as well employed as in May, and probably a little better than during the corresponding month last year. While there were a few unskilled labourers idle, with the opening of the haying season, which will commence about July 1, this class will find ready employment for the balance of the summer. The strike which commenced on May 15, of the bricklayers and masons working for four contractors was settled. At the request of the Mayor, the Deputy Minister of Labour arrived in Calgary on June 9th, and through his intervention an agreement was signed on June 12th between the Builders' Exchange and the Stonemasons and Bricklayers' Union covering a period of three years, whereby the stone masons are to receive 60 cents per hour, and bricklayers 62½ cents per hour, as a minimum wage. The strike which occurred between the leather workers and two of the employing firms was practically settled on the same date, the two contending parties coming to an understanding. The strike which occurred at Lethbridge in the latter part of March, in which some three hundred miners were thrown out of work, was still on. A strike of brickmakers at the same town was reported.

Application for a permit was made by the Calgary Milling Company to erect a brick flour mill, 35 x 95, and five stories high, with a capacity of 1,000 barrels daily, excavation for the foundation has already commenced.

The Alberta Biscuit Company has commenced excavating for its factory, which will cost in the neighbourhood of $75,000. The Stephens Paint Company has plans prepared and was calling for tenders for the erection of a large wholesale warehouse; the building will be three stories high, 50 x 130 feet, and of solid brick, with pressed brick front, to cost $25,000. The establishment of several large industries, including a meat packing establishment, and a sewer and tile-pipe factory at Medicine Hat was proposed. Exceptional activity has prevailed in railroad transportation.

Business was quiet in many lines, but the demand for labour was good and in some cases the supply was not equal to the demand. Domestic servants were very scarce. All local industries were running. Work was being carried on in connection with the erection of the open hearth furnaces at the steel plant. The weekly half-holiday during the summer is being observed in a number of offices. Grocers also take an afternoon off each Wednesday. Farmers reported crops doing very well. There has been abundance of rain and warm weather during the past month.

Tenders have been accepted for the construction of a system of cement sidewalks to be carried out as soon as possible. Building and kindred trades were employed better this summer than for the past four years. The city will also proceed at once with the construction of a number of sewers; a good season is in view.

CONDITION OF LOCAL INDUSTRIES.

Mining.—At Coleman, in the Crow's Nest Pass, the International Coal and Coke Company has been steadily working for two or three years, and to-day has a splendid property. The town has a population of from 700 to 800, the above mentioned company employing about 375 men. At present the output is in the neighbourhood of 1,500 tons of coal daily, chiefly supplied to the Canadian Pacific, and Canadian Northern Railway companies, while 105 ovens are busily engaged in turning out coke, which is sold to the Dominion Copper Company, at Boundary Falls. About 100 tons of coke are manufactured daily. The monthly pay-roll at Coleman runs abount $30,000. The company's relations with the Miners' Union, which is a branch of the United Mine Workers of America, are friendly. The outlook for the miners and for the town seems to be of the best.

Over $250,000 will, it is said, be spent during the next year by the Western Oil and Coal Company in developing its oil fields and coal mines in Southern Alberta. As a result coal from the Alberta mines may be placed on the market at Vancouver this fall. An oil refinery and a forty-mile pipe line is to be constructed that will put the product of the company's four wells on the Western market within the next year. The following other oil companies are operating in Southern Alberta:—The Pincher Creek Oil Company; The Canadian North-west Oil Company; and The Rocky Mountain Development Company.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters, decorators and paperhangers were active. Plumbers, gas and steamfitters, stonecutters and builders' labourers were fairly busy.

Metal, engineering and shipbuilding.—Iron moulders, machinists, steam engineers, electrical workers and linemen were busy; also blacksmiths, boilermakers and sheet metal workers.

Woodworking and furnishing. — Car builders were busy.

Printing.—Printers, pressmen and bookbinders were active.

Clothing.—Tailors and garment workers were busy.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, and cigarmakers were busy.

Leather.—Saddlers and leather workers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees, and laundry workers were active.

Transport.—Railroad trainmen and telegraphers were very busy, also trackmen, switchmen and freight-handlers. Cab drivers and hackmen, draymen, teamsters and expressmen were active.

Unskilled.—This class was quiet.

NELSON, B.C., AND DISTRICT.*

Mr. A. B. Docksteader, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout the Kootenay district during June was active, the demand for prac-

*In the June issue of the *Labour Gazette* it was stated that the breaking of a car coupling caused five loaded slack cars to run over the end of the railway track, with an estimated damage to rolling stock of about $30,000. The damage to rolling stock should have been stated as $3,000.

tical miners being slightly in excess of the supply. Business generally was in a healthy condition, wholesale houses reporting trade good. Harmony prevailed between employers and employees throughout the district.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The lumber mills were all busy, and conditions in the industry were better than at any time in its history, though a further reduction in transportation rates to the prairie provinces would increase activity. The monthly meeting of the Mountain Lumbermen's Association was held on the 5th instant in this city. The mills were stated to have more orders than they could possibly fill at once. It was decided not to advance prices for the present.

Mining.—The mining situation for Kootenay district generally, excepting part of the silver-lead district, is fairly summed up by saying, that there is more actual mining in progress and more prosperity than at any time in the history of the district. The clean up at the Eva Mine (Canborne) took place at the stamp mill on the 1st instant, resulting in a gold brick valued at $5,800 and concentrates valued at $400. This is the most valuable clean up made since the mill resumed operations in January, 1905, after a period of idleness caused by destruction of outside works by forest fires. Additional machinery, expected to arrive within sixty days, has been ordered, by which the capacity of the mill is to be more than doubled. Work is progressing favourably on the new tunnel of the 'Batchelor' in Slocan camp, sixteen men being employed. The 'Last Chance,' near Sandon, will be developed and operated extensively, work to start about July 1, with a force of twenty-five men; development will be the chief object for some time. Prospecting work has been started on the 'Colonial,' also situated near Sandon. The manager of the Consolidated Mining and Smelting Company has started a force of six men on development work on the 'Eureka Richmond' group of claims, adjoining the 'Slocan Star' group, near Sandon, and upon which a showing of high grade silver-lead ore is already exposed. The mines tributary to Silverton, B.C., are also stated to be prospering and the town to be revived in great measure. The Canadian Pacific Railway Company has just completed a large wharf there, and new sidewalks have been built by the town. The 'Vancouver' mine is being worked under lease and a good showing has been developed during the past winter; extensive improvements will be made during the season. The 'Hewitt,' one of Silverton's oldest producers, is working a force of about twenty-four men, blocking out ore and getting ready for shipping; development work at this mine runs into thousands of feet. The 'Standard' is among the largest producers and is a steady shipper. There are several other producing mines near Silverton, and a general feeling of prosperity now permeates that camp.

The 'Hunter Mine' situated near Ymir, B.C., is being operated under lease by the Hall Mining and Smelting Company, pending the reorganization of the company owning the mine, in all some 2,000 tons of ore have been shipped since January 1, 1906, about 1,550 tons going to the Hall Mines Company's smelter at Nelson, and the balance to the Trail smelter. It is now intended to increase the output to about forty tons daily, and in a month hence to send out some eighty tons every day.

The management of the 'Ymir' mine has given a very favourable report of the outlook. Since the 6th instant, thirty stamps have been dropping at the mill with good results, the present daily output of the mill being about ninety tons, with a force of a little over fifty men employed.

DISTRICT NOTES.

The Rossland mines were producing substantial profits. For the month of May 'Le Roi' profits were reported at $50,000. The 'Centre Star' and 'Le Roi No. 2,' were each producing favourably.

Fernie.—The Canadian Pacific Railway Company has let a contract to a local firm of builders for the erection of a larger and more commodious station, to accommodate the rapidly increasing passenger traffic over the Crow's Nest Pass Railway. Settlers from the Western States are arriving at an average of twenty-five per day over the

Great Northern Railway, and make connection at this point with the Canadian Pacific Railway for Alberta and Saskatchewan, and station accommodation has been found altogether inadequate.

Fort Steele.—The management of the Brewery Company will enlarge its already extensive plant to at least double its present capacity.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. D. J. Stewart, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during June was active for all classes, with good prospects of a continuance of activity throughout the season. A large number of new buildings were being erected, the exact number and value of which it was difficult to ascertain owing to the fact that no building inspector is employed by the city. It is expected that work will commence in a short time on the construction of a large factory for the manufacture of wooden pipe in this city. According to present plans the building will be finished and the plant in operation by January, 1907, about fifty men will be employed and the orders already received will keep the plant running steadily for many months. The contractors on the new federal building for the use of the Fisheries and Indian Departments were making excellent progress, the roof being nearly completed and workmen busy fitting up the interior. A large hotel building was well under way. A local company has plans prepared for the construction of a cedar saw mill, which when completed will be the largest of its kind in British Columbia; the building will be erected on the water front and will give employment to a large number of workmen.

The British steamship 'Henley' cleared on June 4 with a cargo of lumber for Australia. The steamship 'Telles' cleared on June 9 with a deck-load of lumber for Nome, Alaska. The sailing ship 'Vellore' completed loading a cargo of 1,286,000 feet of lumber for South America, but was being detained owing to the inability of the captain to secure a crew. A local machine company shipped a complete saw mill outfit to Burnaby Lake, near this city, where the plant will be erected; it will be operated by electricity obtained from the British Columbia Electric Railway Company.

A new shipyard has been opened and is giving employment to a large number of workmen. A large new tug is under construction, and several other contracts have been secured; the business promises to be a very important one for the city. A new dipper dredge, for the Dominion Government, will be built this year; it will be about one hundred and fifteen feet long and forty feet wide, and will be built with sufficient power to work in hard material forty feet under water. The building of this dredge will facilitate the carrying out of many channel improvements. The new reservoir just completed by the city, by day labour, which is capable of holding 500,000 gallons of water, is now in use.

All the retail stores, except the hardware, will close every Wednesday afternoon during the months of June, July and August at 1 o'clock. The hardware stores will close during the same months as the other retail stores, from two to seven p.m. every Saturday.

A strike of millwrights and carpenters took place at Port Moody on June 11, caused by the management putting a Japanese workman on carpenter work; the men were paid off and it is expected that others will be engaged to take their places.

A commercial college will be opened in this city on the 1st of July. Columbia College will have a school of applied science, in accordance with the curriculum of the school of practical science, Toronto, next year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This industry was very active and good prices prevailed for all kinds of farm produce. Many properties have changed hands lately at good prices, the buyers being mostly farmers from Manitoba and the North-west Territories, who have made sufficient money to live upon, and are attracted by the climate of British Columbia.

The following are market quotations for the week ended June 16th, 1906:—

Veal	9 to 9½ cents per lb.
Beef (hind)	8½ to 9 "
" (front)	5 to 6 "
Mutton	10 "
Pork	9 to 9½ "
Poultry (hens)	$8 per dozen.
" (broilers)	$3 to $4.50 per dozen.
" (ducks)	$7 to $8.00 "
Eggs	30 cents per dozen.
Butter	25 cents per lb.
Potatoes	$9 to $12 per ton.
Hay	$10 per ton.

Fishing.—This industry was rather quiet, spring salmon being the only fish taken. The run was fairly good, but a market can be found for much more than were caught. At a meeting of fishermen held in this city some days ago it was decided not to accept less than five cents per lb., for spring salmon. The cannery men with one exception refused to pay more than four cents per lb. The one exception offered to take all the fish that could be supplied at the fishermen's price, so that the difficulty will likely be overcome in this way. The cannerymen have offered twenty-five cents during July and twenty cents during August for sockeye salmon, this is the highest price that has been paid for some years, and is caused by the good demand for canned salmon and the fact that the run this year will probably be small. The run of spring salmon on the Skeena river ceased in the latter part of May and the fishermen are at a loss to account for the disappearance of the fish. The run had been fairly good up to a week previous. The Fisheries Commission appointed by the Dominion Government is at present in session at Vancouver.

Lumbering.—All the mills were taxed to their utmost capacity to supply the demand.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and paperhangers, plumbers, stonecutters and builders' labourers were active.

Metal, engineering and shipbuilding.—All engaged in these trades were busy, excepting electrical workers who were dull on account of the strike of telephone employees.

Woodworking and furnishing.—These trades were active.

Printing.—Printers, pressmen and bookbinders were busy.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were well employed.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were active, as were ice handlers, and cigarmakers and tobacco workers.

Leather.—Tanners and curriers, and leather workers were active.

Miscellaneous.—All were active.

Transport.—Steamboatmen and steamboat firemen, ship labourers and longshoremen, carters, draymen, teamsters and expressmen were busy, with street railway employees very busy.

Unskilled.—This class was very busy.

VANCOUVER, B.C., AND DISTRICT.

Mr. Geo. Bartley, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During June the supply of labour did not exceed the demand. It was reported that over three hundred builders' labourers were well employed, but there were a few idle labourers in other branches. Several business blocks and residences were in course of erection.

Bank clearings were as follows:—May, 1906, $10,112,408; May, 1905, $6,968,758; May, 1904, $5,977,810.

Eighty-two building permits were issued during May, valued at $338,400. A number of the permits were taken out for business blocks, one being for the new Delmonico Hotel to cost $20,000. Owing to the high price of lumber there was a decided falling off in the building of houses.

Land registry office receipts for May, 1906, were $5,089.85; May, 1905, $3,025.65. Custom returns for May, 1906, were $174,635.90, compared with $119,822.75 in May, 1905. Fire losses for May, amounted to $330.

The North Vancouver Ferry Co.'s wharf was extended thirty-two feet. The Union Steamship Company's wharf runs out 250 feet. The civic employees in future will

be paid fortnightly in full instead of keeping back two weeks' pay.

The telephone strike was still on.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Plenty of rain fell during the latter part of May and June.

Lumbering.—It was announced that the W. F. Hunting Lumber Company would build a $75,000 saw mill at False Creek, but the contract has not yet been let. Rough lumber was selling at $15.00 per thousand, an increase of $2.00. The shortage of logs was said to be due chiefly to the fact that the weather compels tugs to lay up frequently along the coast. The Hastings Saw Mill Company is building a large tug at Moodyville. The saw mills were very busy.

Mining.—Mining on Texada Island, forty miles north-west of Vancouver was very active. Marble Bay for the past two and a half years has shipped one thousand tons of copper-gold ore to Tacoma smelter monthly, the returns varying from $16.00 to $25.00 net after paying transportation charges. The group comprises twenty-one claims, aggregating about 1,500 acres. There are fifty-two white miners on the pay-roll besides a number of Chinese. The largest body of iron ore ever found on the Pacific Coast exists on the south side of Texada Island.

The output of the lime kiln at Texada Island is 140 barrels daily. The Commodore group of mines on Texada Island comprises 275 acres. The quartz runs $8.00 in gold and silver. The Loyal group of mines on Texada Island comprises eight claims. The returns show $25.00 in copper, with gold and silver values from $5.00 to $7.00 per ton. No shipments of ore were being made.

CONDITION OF PARTICULAR TRADES.

Building.—All trades were very active.

Metal, engineering and shipbuilding.—All were busy with good prospects.

Woodworking and furnishing.—Woodworkers and wagon makers were well employed. Upholsterers were active.

Printing and allied.—Newspaper hands were very active. It was announced that a Monday morning paper would appear in July. Job hands and pressmen were fairly busy.

Clothing. — Journeymen tailors were quiet.

Food and tobacco preparation.—Cigarmakers were well employed, and butchers were active.

Leather.—Workers on horse goods were well employed.

Miscellaneous.—Barbers were well employed. Clerks reported the demand for hands improved over May. The Wednesday half-holiday is generally observed.

Transport.—The transportation companies continued to operate to full capacity. There was a good demand for freight boats and sailing vessels. Hackmen and expressmen were active.

Unskilled.—Unskilled labour in general was well employed.

DISTRICT NOTES.

Port Moody.—The Emerson cedar lumber and shingle mill was working to full capacity—50,000 feet a day. The shingle cutting plant of four machines will be in full operation the first week in July. This establishment represents an investment of $100,000.

VICTORIA, B.C., AND DISTRICT.

Mr. J. D. McNiven, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial conditions during June were active, and nearly all classes of skilled labour were well employed, while unskilled labour was in demand. In former years the Chinese working in canneries have been paid from $40 to $48 per month, but now they are asking as high as $65. Japanese are also demanding higher wages this year and in some cases their demands are being met. The cannerymen on the North River have had some difficulty in securing sufficient help. The Indians on the west coast of Vancouver Island have gone north in large numbers to work in the canneries, thereby making it difficult for the sealing vessels to secure a full complement of men.

The Canadian Mine and Smith Supply

Company has opened a branch here, installing a small plant at the outset, with the intention of gradually increasing its capacity in accordance with the demands of the market. The output will consist principally of the Smith-Wilfley concentrator, and the zinc-lead separator, but other specialties will also be manufactured.

The Canadian Pacific Railway Company has commenced the erection of another large warehouse on its wharf to accommodate the expanding trade with the west coast of Vancouver Island and the northern parts of the province.

Local brickmakers reported great activity with more orders on hand than they can fill. The British America Soap Works also reported a very busy month on a large order for the Japanese market; the works were run day and night.

A branch of the Northern Bank was opened during June.

Early in the month the steamer 'Teucer' loaded 1,248 barrels of whale oil for the British market, being from the Sechart whaling station, where much activity was reported.

Wholesale and retail trade was good, being more active than during the corresponding month of last year. Real estate also showed signs of activity.

The city assessment, as settled by the Court of Revision showed an increase of nearly half a million dollars over that of last year.

The fruit crop was reported to be looking well, and under favourable conditions will yield abundantly. Early fruits, such as strawberries and cherries, turned out well, with a demand more than equal to the supply, and good prices prevailing.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Haying commenced the last week in June and will be a good crop. Grain is looking excellent and the prospects for a good harvest are bright.

Fishing.—This industry is preparing for a busy season. Spring salmon have been running well throughout June, and during the last week in the month sockeye salmon began to run. The new cannery of the Capital City Canning and Packing Company was put in operation on the 23rd. This year twenty-eight traps will be in operation on the west coast of Vancouver Island. Last year there were fourteen and the year before two. A large portion of the catch of these twenty-eight traps will be shipped to the canneries on the Fraser river for packing. Although the fishing industry of British Columbia is yet in its infancy, the income from the sea for 1905 was nearly $7,000,000 made up as follows:

Salmon	$5,750,000
Halibut	500,000
Cod	50,000
Smelts	25,000
Oolachans	15,000
Oysters	20,000
Dog fish (for oil)	50,000
Other shell fish	20,000
Bye products	500,000
Total	$6,930,000

Lumbering.—Trade was active, the mills working to their full capacity. The new mills at Mosquito Harbour and New Alberni are nearing completion, while the Sidney mill, which has been idle for some time is being enlarged and put in shape to resume operations. Some of the local mills have had to refuse orders for lumber, being unable to fill them.

Manufacturing.—General activity prevailed among local establishments.

Mining. — Operations continued active and many new claims were recorded. Considerable interest was centered in the iron deposits of Quatsino Sound and Port Renfrew, where many claims have been acquired by local men and a good deal of development work done.

Railroad construction.—The Canadian Pacific Railway Company has appropriated $60,000 to be spent during the summer in improving certain portions of the roadbed of the E. and N. Railway. Two more survey parties left during the month for the northern interior of the province to prosecute the work of locating the line of the Grand Trunk Pacific Railway to the coast. There are now seven survey parties in that part of British Columbia, sent from the coast, each party consisting of eighteen men.

Other industries.—The Behring Sea fleet of sealing schooners from this port will this season consist of sixteen vessels.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpen-

ters, joiners, lathers, plasterers, painters, decorators, plumbers, stonecutters and builders' labourers were active.

Metal, engineering and shipbuilding.—Iron moulders and blacksmiths were busy. Machinists, steam engineers, electrical workers and linemen, boilermakers, iron ship builders, shipwrights, caulkers, sheet metal workers and horseshoers were active.

Woodworking and furnishing.—Woodworkers, upholsterers and carriage and wagon makers were active.

Printing and allied.—Printers, pressmen and bookbinders were busy.

Clothing.—Journeymen tailors reported trade dull. Garment workers were busy.

Food and tobacco preparation.—Bakers and butchers were busy. Cigarmakers were active.

Leather.—Harnessmakers and saddlers reported a good month.

Miscellaneous.—Barbers were well employed. Clerks, deliverymen and laundry workers were busy.

Transport.—Steamboat men and steamboat firemen, ship labourers and longshoremen reported activity. Street railway employees, cab drivers and hackmen were busy. Draymen, teamsters and expressmen were active.

Unskilled labour.—This class was in demand.

DISTRICT NOTES.

Tod Inlet.—There was considerable activity at the Portland Cement Works. It is proposed to increase the capacity of the works from 600 barrels to 900 barrels per day. This will include a new rotary kiln and the necessary machinery. At present there are employed about the works thirty white men, seventeen Hindoos and 125 Chinamen, with a pay-roll of about $9,000 per month. Contracts have been let for the construction of three new cottages for employees.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market have not shown much change during June, although some of the coal mines have not worked as steadily as last month. Great activity in the woods and sawmills continued, but there was very little work in the building trades. Another new sawmill is starting on the west coast with a capacity of 40,000 feet per day. General trade was fair, but there was some uncertainty about next month on account of the closing down of one mine, and a falling off in the coal trade, which is the main industry of the district. There have been no changes in rates of wages or hours of labour, except among merchants' employees at Ladysmith, who have been granted a half-holiday every Thursday afternoon during the summer months. There was no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—There was little activity among fishermen except for local consumption.

Lumbering.—Among the sawmills there was increasing activity as the demand for lumber is more than the mills can cut at the present time. The large sawmill at Chemainus has resumed night shifts, and the local mill was working to its full capacity, which was gradually being increased. In the woods the logging camps were very busy, as there is a shortage of logs on the coast and the demand is on the increase.

Mining.—In the coal mines there was not much activity. The mines at Cumberland were working steadily, but at Ladysmith there has been a good deal of slack time. In this city, the mines worked fairly well during the first part of the month, but during the last week of the month one of the mines, employing about 350 men, shut down for an indefinite period. The manager stated that about 150 of the men would find employment at the big mine, which would be worked as steadily as possible. The coal market in San Francisco was reported uncertain at the present time, and the coal yards at that city full.

Railroad construction and employment.—There was little work under way, but it is expected that in a short time employment will be active.

CONDITION OF PARTICULAR TRADES.

Building.—There was very little work, very few buildings being in course of con-

struction, and improvements being about completed. The coal company is gradually decreasing its force of men.

Metal, engineering and shipbuilding.—Machinists reported work active. Engineers reported some demand for qualified engineers. Carriage makers and blacksmiths reported conditions quiet.

Clothing.—Tailors were quiet.

Transport.—Teamsters and expressmen were fairly active, but not as active as is usual at this time of the year.

Unskilled.—This class has been well employed, and up to the last week there was a scarcity of men.

LEGISLATION IN CANADA WITH REGARD TO MASTER AND SERVANT. 1.

(To be continued)

THE special legislation in force in the several provinces of the Dominion with reference to masters and servants, is as follows:[2]—

Prince Edward Island.—Statutes of 1833, chapter 26, "An act for repealing an act of the 35th year of the Reign of King George III., intituled, An act for regulating servants, and for substituting other provisions in lieu thereof."

Quebec.—Civil Code, articles 84,844, 1666-70, 2261-2, 1994, 2006, 2009, 2084, Revised Statutes of Quebec, articles 5614 *et seq.*

Ontario.—Revised Statutes of Ontario, 1897, chapter 157, "An Act respecting master and servant"; Ontario Statutes, 1900, chapter 17, (sec. 20) "An Act to amend the Statute Law"; Ontario Statutes, 1901, chapter 12 (sec. 14) "An Act to amend the Statute Law"; Ontario Statutes, 1904, chapter 10 (sec. 38) "An Act to amend the Statute Law."

Manitoba.—Revised Statutes of Manitoba, 1902, chapter 108, "An Act respecting masters and servants."

Saskatchewan and Alberta.—Consolidated ordinances of the North-west Territories, 1898, chapter 50, "An ordinance respecting masters and servants"; Ordinances of the North-west Territories, 1903, chapter 13, "An Act to amend chapter 50 of the Consolidated Ordinances, 1898, intituled an ordinance respecting masters and servants"; Ordinances of the North-west Territories, 1904, chapter 3, "An ordinance respecting masters and servants."[3]

British Columbia.—Revised Statutes of British Columbia, 1897, chapter 131, "An Act respecting master and servant"; British Columbia Statutes, 1898, chapter 31, "An Act to amend the master and servant act"; British Columbia Statutes, 1899, chapter 43, "An Act to amend the master and servant act"; British Columbia Sta-

1 In a series of articles published in previous volumes of the *Labour Gazette* dealing with labour legislation in Canada, a number of important aspects of the relationship existing between employers and employees have been treated at some length. Reviews of the several factories and shops' acts, and of the laws for the protection of employees in mines in Canada were published in Vol. I. (pp. 104, 182, 241, 314, 297, 365 and 438) and in Vol. II., legislation for the protection of employees on railways, ships and about machinery was dealt with (pp. 101, 168, 286, 350 and 403). Up to this point, the legislation reviewed had reference primarily to conditions arising in certain particular employments. Following this, the question of who the parties to a labour contract might be was taken up, and in this connection reviews were published of the legislation of the Dominion with regard to apprentices and minors and in regard to immigrants and aliens (Vol. II, pp. 470 and 526; Vol. IV, pp. 534 and 786). In the present article the rights pertaining to and duties devolving upon the parties to a labour contract, whoever they may be and whatever the nature of the service to which the contract refers, will be considered, attention being invited solely to the special provisions of the statute law which deal with conditions dependent upon the mere existence of the contract to labour and which defines the relations of master and servant quite apart from the character of the work for the performance of which the relationship was called into existence. See in this connection the *Labour Gazette* Vol. II., p. 471.

2 The British North America Act of 1867, in defining the distribution of legislative powers between the Parliament of Canada and the legislatures of the several provinces, names property and civil rights in the province among subjects to be dealt with exclusively by the provinces (section 92). The law with regard to master and servant may be looked for, accordingly, almost wholly within the range of the provincial statutes. There are, however, particular instances in which the Dominion law takes cognizance of the relationships of master and servant. In the section of the British North America Act in which the legislative authority of the Canadian Parliament is set forth, two subjects are named as falling exclusively or primarily within the sphere of Dominion legislation, namely, navigation and shipping, nationalization and aliens (sec. 91). The regulation of the seamen's wages, and other conditions relating to this class of employees, are dealt with accordingly in legislation enacted by the Dominion Parliament, viz:—The Seamen's Act and the Inland Waters Seamen's Act of the Revised Statutes, and the Merchants' Shipping Act of 1889 (chapter 46), which cover, for these employments, the enactments in force under the master and servants' acts of the several provinces. See also Quebec Civil Code, article 1671. The question of alienage, in so far as it is dealt with in provincial legislation, is treated under the different master and servants' acts.

3 Under the provisions of the Alberta and Saskatchewan Acts passed by the Dominion Parliament in 1905, all laws and courts existing immediately before the coming into force of the acts in the territory affected thereby were continued. See Statutes of Canada of 1905, chap. 3, sec. 16, and chap. 42, sec. 16.

tutes, 1902, chapter 44, "An Act to amend the master and servant act."

Division of Subject.

In presenting a digest of the legislation above cited with regard to master and servant, a number of important provisions of the law will be found to divide themselves naturally into two leading groups, according as they set forth (1) obligations of masters or employers with respect to servants or employees, and (2) the obligations of servants with respect to their masters. Before proceeding, however, to consider the subject as falling more specifically under these headings, certain broad features of a general or miscellaneous character, relating to the labour contract itself, consisting for the most part of limitations with regard to its scope, initiation, termination, etc., may first be briefly referred to.[4]

Agreements Waiving Act.

In *Ontario* any agreement or bargain, written or verbal, by a workman whereby it is agreed to waive the application of the act, is declared to be null and void and of no effect against the workman.[5]

Prohibition of Slavery.

The Ontario act prohibits the granting of a license for the importation of a negro or other person "to be subjected to the condition of a slave or to a bounden involuntary service for life," into any part of the province. The treatment of any person as a slave within the province is likewise forbidden.[6]

Profit Sharing Agreements.

The *Ontario* and *British Columbia* statutes provide for the entering into of agreements between masters and servants by which a specific share in the annual or other net profits of the trade carried on by the employer, may be allotted and paid to the workman in lieu of, or in addition to, his wages. It is further provided that agreements of this nature need not necessarily create any relation in the nature of a partnership, or any of the rights or liabilities of co-partners, and that a workman in whose favour the agreement is made is not thereby given a right to examine into the accounts, or interfere in any way in the management of the business in which he is employed, any periodical or other statement of proceeds made by the manager, on which the share of profits under the agreement is determined, being final and conclusive. Every agreement of this nature is to be deemed within the provisions of the Masters and Servants' Act of the province in which it is framed, unless it purports to be excepted therefrom or unless this exception may be otherwise inferred.[7]

Duration, Termination, etc., of Labour Contracts.

No voluntary contract of service or indentures are binding upon the parties for a longer time than the term of nine years from the date of the contract. The provisions of the law in this respect are identical in Ontario, Manitoba and British Columbia.[8]

In *Manitoba* labour contracts for a longer period than a year must be in writing and must be signed by the party charged therewith.[9] In *Ontario* and *British Columbia* verbal as well as written agreements between masters and servants are binding, but a verbal agreement does not hold for a longer period than one year.[10] In *Saskatchewan* and *Alberta* contracts of hiring for any longer period than one year must be in writing and must be signed by the contracting parties.[11] In *Prince Edward Island* contracts for the hiring of servants for a term of one month or longer must be in writing and signed. If made verbally, one or more credible witnesses must be present.[12]

In *Quebec*, the principal kinds of work which may be leased or hired, and of which the provisions of the Civil Code relating to "The lease and hire of work" takes cog-

4 It may be repeated in passing that the labour contract is governed in the first instance by the law of contracts in general, and that the phases dealt with in the statutes are chiefly those that have arisen out of the special nature of such contracts, namely, as relating to the performance of personal service. See *Labour Gazette*, Vol. II, p. 471.

5 R. S. Ont., 1898, chap. 157, Sec. 24.

6 R. S. Ont., 1897, chap. 157, sec. 1.

7 R. S. Ont., 1898, chap. 157, secs. 3 and 4; R. S. B. C. 1897, chap. 151, secs. 3 and 4.

8 R. S. Ont., 1897, chap. 157, sec 2; R. S. Man. 1902, chap. 108, sec. 2; R. S. B. C., 1897, chap. 151, sec. 2.

9 R. S. Man., 1902, chap. 108, sec. 2.

10 R. S. Ont., 1897, chap. 157, sec. 5; R. S. B. C., 1897, chap. 151, sec. 5.

11 O. N. W. T. 1904, chap. 3, sec. 1.

12 P. E. I. stat. 1833, chap 10, sec. 2.

nizance are defined as follows:—1. The personal services of workmen, servants and others. 2. The work of carriers by land and by water, who undertake the conveyance of persons or things. 3. That of builders and others, who undertake works by estimate or contract.[13] A contract for personal services in Quebec can only be for a limited term, or for a determinate undertaking. It may be prolonged, however, by tacit renewal.[14] but it is terminated by the death of the party hired or on his becoming, without fault, unable to perform the services agreed upon. It is also terminated by the death of the party hiring, according to circumstances.[15] The section of the Revised Statutes of Quebec which deals with the lease and hire of work does not apply to the cities of Quebec and Montreal, or to any other incorporated city, town or village which has passed by-laws regulating the relations of masters and servants.[16]

The Manitoba Masters and Servants' Act provides for the transfer of an apprentice on the death of the master or under other circumstances[17], and for the discharge of the contract of apprenticeship under certain conditions.[18]

Employment of Aliens.

The legal status of aliens in Canada is determined primarily by Dominion legislation.[19] Inasmuch, however, as the question of the employment of aliens arises prominently in connection with the definition of who the parties to a labour contract may be, several of the provincial Masters' and Servants' Acts refer in special sections to the subject.

It is provided in the *Ontario* statutes that any agreement or bargain, written or verbal, made between any person and another person who is not a resident of Canada, for the performance of labour or service in the Province of Ontario, made previous to the immigration into Canada of the person whose service is contracted for, is null and void and of no effect against the person coming into Canada. The provision, however, is not to be construed so as to prevent the engagement of skilled workmen not resident in Canada to work in Ontario in or upon any new industry not at present established in the province, or any industry at present established if skilled labour for the purposes of the industry cannot otherwise be obtained. Teachers, professional actors, artists, lecturers and singers are expressly excepted from this provision of the act.[20]

Servants engaged outside of the Province of *Manitoba* in any part of Canada or the United Kingdom, or in any foreign country, are to be fully bound by their agreement, provided the bargain was entered into within the province, and are liable to a penalty of $20.00 and costs, or in default of payment to imprisonment for a period not exceeding one month, for violation of the agreement It is provided in this connection that the engagement to serve within the province must be clearly specified. An employer may recover repayment, from any person forfeiting an engagement, of any money paid out for passage or other expenses incurred in bringing the employee to the province. He may also recover any damages resulting from the non-fulfillment of the engagement.[21]

In *Saskatchewan* and *Alberta*, the provisions of the Master and Servant Ordinance apply equally to contracts and agreements made beyond the boundaries of these provinces.[22]

In *British Columbia*, contracts of service entered into prior to the going of the labourer to the province are void and of no effect against the person thus migrating. Skilled workmen, however, not residing in British Columbia may be brought into the province under contract to perform labour in or upon any new industry, or any industry previously established, if workmen for the purpose cannot be otherwise obtained. The section, as in Ontario, does not apply to teachers, professional actors, artists, lecturers or singers.[23]

Harbouring of Absconding Servants.

In *Quebec*, to unlawfully harbour an ap-

13 C. C, Que., art. 1666.
14 C. C. Que., art. 1667.
15 C. C. Que., art. 1668.
16 R. S. Que., 1888, art. 5614.
17 R. S. Man., 1902, chap. 108, secs. 3 and 4.
18 R. S. Man., 1902, chap. 108, sec. 7.
19 A special article dealing with this legislation was published in the *Labour Gazette*, Vol. IV, pp. 534and 786.
20 R. S, Ont., 1898, chap 157, sec. 8.
21 R. S. Man., 1902, chap. 108, sec. 10.
22 N. W. T. O., 1904, chap. 3, sec. 5.
23 B. C., Stat, 1899, chap. 43, sec. 3.

prentice or servant who has abandoned the service of his master, or to instigate a servant or apprentice to abandon his master's service, or to continue to employ an absconding servant, after being informed of the fact, is punishable by a maximum fine of $20.00.[24]

To knowingly harbour or employ an absconding apprentice is forbidden in *Manitoba* under a penalty of payment to the master of the full value of the apprentice's labour, provided the latter had continued faithfully in his service.[25] To instigate an apprentice or servant to abandon his employment, or to retain an absconding servant in employment after having been notified in writing as to the fact of his desertion, is punishable by a similar penalty, and a person offending in this manner may be proceeded against for damages in any court of competent jurisdiction by the person suffering loss by reason of the servant's desertion.[26]

In *Prince Edward Island* to hire the servant of another, knowing him to be such, or to hire any servant without a written discharge from his last master, is made punishable by a maximum penalty of five pounds, to be paid to the injured party. For refusing to give a written discharge to a servant, a sum not exceeding five pounds must be paid to the servant, these fines being recoverable with costs before two justices of the peace by warrant of distress or sale, with the alternative of imprisonment for a maximum period of two months.[27]

Miscellaneous.

In *Quebec,* the domicile of persons over twenty-one years of age, engaged in continuous service for others, is to be regarded as the residence of the persons for whom they are working if resident in the same house.[28] The clerks and servants of notaries in Quebec are not allowed to act as witnesses to a will drawn up by their employer.[29]

In *Ontario* and *British Columbia* a tavern or boarding house keeper is not allowed to keep the wearing apparel of a servant in pledge for any expenses incurred to a greater amount than $6.00, and on payment or tender of that sum or of any less sum that is due, any wearing apparel must be immediately given up, no matter what the total sum owing by the servant amounts to. This provision, however, does not apply to other property of the servant.[30]

In *Prince Edward Island,* a licensed retailer of liquors who permits a servant to sit drinking in his house, or who sells liquor to a servant without the express permission of the latter's employer, is liable to a maximum penalty of twenty shillings, with costs.[31] In *Ontario,* the sale or gift of intoxicating liquors to a servant without the master's consent may be forbidden by municipal by-law.[32]

Violations of the Labour Contract.

Violations of the labour contract, as above stated, group themselves naturally under two main headings, according as the offending party is an employee or an employer of labour.

Before describing the legal procedure to be adopted in the several provinces in cases of violation of the different Masters' and Servants' Acts, a brief reference may be made to the more important obligations, express and implied, enjoined on the parties thereto, and of the specific instances of misconduct on the part of master or servants that are specially guarded against in the statutes.[33]

Obligations of Servants in Prince Edward Island.

In *Prince Edward Island,* servants who have been engaged for the term of one month or longer and who refuse to perform their full time, or are wilfully absent, or otherwise misconduct themselves, are subject to the loss of their wages, and upon complaint before two justices of the peace, may be imprisoned for a period not exceeding one month.[34]

24 R. S. Que., 1888, art. 5620.
25 R. S. Man., 1902, chap. 108, sec. 14.
26 R. S. Man., 1902, chap. 108, sec. 15.
27 P. E. I. Stat,. 1833, chap. 26, sec. 6,
28 C. C. Que., art. 84.
29 C. C. Que., art. 844.
30 R. S. Ont., 1898, chap. 157, sec. 6; R.S.B.C., 1897 chap. 151, sec. 6,
31 P. E. I., stat. 1871, chap. 10, sec. 19.
32 R.S.O., 1897, c. 223, sec. 549, snb-sec. 9.
33 For statement re the application of the common law of contracts in this connection see *Labour Gazett*, Vol. II., p. 471.
34 P.E.I. Stat. 1833 chap. 26, sec. 3.

Obligations of Servants in Quebec.

A domestic servant, journeyman or labourer in Quebec, engaged by the week, month or year, and not by the piece or job, or for a fixed period, intending to quit the service on which he is engaged at the expiration of his engagement, must give at least one week's notice of his intention if the engagement is by the week, two week's notice if it is by the month and one month's notice if it is by the year. If he leaves his service without giving notice in this manner, he is to be considered as having deserted, and to be liable to the extent of the penalty prescribed for that offence, viz., $20.[35] A similar penalty is prescribed in the case of servants bound by act of indenture, or by written or verbal contract for a month or any longer or shorter period, for the following offenses:—

1. Neglect or refusal to enter the service of his master at the time agreed upon.
2. Misbehaviour, refractory conduct or idleness.
3. Absenting himself by night or day without leave, from the service, or from the house or residence of his employer.
4. Neglect or refusal to perform his just duties or to obey the lawful commands of his master or mistress.
5. The dissipation of his master's or mistress' property or effects.
6. The doing of any unlawful act that may affect the interest of his master or mistress.[36]

By a special provision of the Quebec law servants who have been employed to work in the woods of the province in making saw logs, square or other commercial timber, fire wood, etc., may be prosecuted for contravention of the above provisions before any justice of the peace of the district in which he contracted his engagement or in which he may be apprehended, though the territory where the contravention was committed may be beyond the limits of this district.[37]

Obligations of Voyageurs and Fishermen in Quebec.

The obligations of voyageurs and fishermen are placed upon a special footing in the Province of Quebec. In engaging anyone for service as a guide, canoe-man, batteau-man or winterer, an agreement in writing and before a notary, or where there is no notary before two credible witnesses who can read and write and who must sign their names thereto, must be entered into, in which full particulars as to wages, time of payment and the nature of the services to be performed must be set forth, though if the voyage is to be within certain limits a verbal agreement will suffice. If the voyageur thus engaged fails without due notice to proceed upon the voyage or other service for which he has been engaged, he may be apprehended and brought before a Justice of the Peace, and if he still persists in refusing to proceed, or if the canoe in which the persons with which he intended to proceed has departed, he may be committed to jail for fifteen days, unless the failure to proceed was due to sickness or other unavoidable necessity, or the person to whom he is engaged applies sooner for his discharge. The desertion of a voyageur is made punishable by imprisonment for not less than one month and not more than three months in jail, but the offender thus committed to jail is not liable to an action for damages except for the amount for any advance in money or goods that may have been made to him under the agreement between him and his employer.[38]

A fisherman engaged under a written agreement who deserts the service of his employer during the period of his agreement, is liable to a fine not exceeding $40.00 over and above all costs or to imprisonment for not more than three months. For enticing away persons who had been engaged to fish, or for harbouring deserting fishermen, the penalty is fixed at $20.00 or imprisonment for not more than one month.[39]

Obligations of Servants in Manitoba.

The duties of an apprentice are defined under the Manitoba statute as "to faithfully serve his master, to obey all his lawful and reasonable commands and not to absent himself from his service, day or night, without the master's consent."[40] A

35 R.S. Que. 1888, art. 5618.
36 R.S. Que. 1888, art. 5617.
37 R.S. Que. 1888, art. 5619.
38 R.S.Q. 1888. Title 12, sec. 12, sub-sec. 2.
39 R.S.Q. 1888. Art. 5630, 5631.
40 R.S. Man., 1902, chap. 108, sec. 6.

journeyman, clerk or labourer who is guilty of drunkenness, refractory conduct, indolence, desertion, disobedience, waste, or of absenting himself without leave, is liable, upon conviction, to a penalty not exceeding $20 and costs, with the alternative of imprisonment for a maximum period of one month.[41] A domestic servant, journeyman or labourer engaged by the month or for a longer or shorter period of time, or by the piece or job, who abandons his service or neglects or refuses to perform the work for which he had engaged before the time agreed upon, is liable to a similar penalty.[42] An apprentice absenting himself from his employment prior to the expiration of his apprenticeship may be compelled to serve his master for a similar period or to make satisfaction for the loss sustained by his action.[43] For refusal to obey orders, or for neglect of duty, an apprentice may be summoned before a justice or police magistrate and compelled to make satisfaction immediately, or give security that he will do so, under a penalty of imprisonment for three months, the term of imprisonment not to release the apprentice from the obligation to make up the lost time to the master.[44] The limit for prosecution in this connection is within three years next after the expiration of the term for which the apprentice contracted to serve, or next after his return to the province, providing in the first instance he had left Manitoba.[45] In the section of the act which provides that no appeal shall be made from judgments of police magistrates where the amount is $25 or under, an exception is made of cases where the magistrate has taken into consideration the question of damages occasioned by the malice or negligence of servants or workmen.[46]

Obligations of Servants in Saskatchewan and Alberta.

Any person engaged, bound or hired in *Saskatchewan* and *Alberta*, who is guilty of drunkenness, or of absenting himself by day or night without leave from his employer, or of refusing or neglecting to perform his duties, or to obey the lawful commands of his master, or of dissipating his employer's effects, is considered guilty of a violation of his contract, and is liable, upon summary conviction, for damages not exceeding $30, at the discretion of the justice or magistrate, together with the costs of prosecution. The alternative in default of payment is imprisonment for one month, in case the fine and all costs are not sooner paid.[47]

41 R.S. Man., 1902, chap. 108, sec. 8.
42 R.S. Man., 1902, chap. 108, sec. 9.
43 R.S. Man., 1902, chap. 108, sec. 11.
44 R.S. Man., 1902, chap. 108, sec. 12.
45 R.S. Man., 1902, chap. 108, sec. 13.
46 R.S. Man., 1902, chap. 108, sec. 27.

Obligations of Masters.

Turning to the obligations of masters as set forth in the statute laws of the provinces, it will be seen that the more specific cases of misconduct guarded against in this connection are the improper dismissal of servants, the bodily ill-treatment of servants and the non-payment of wages.

Obligation of Masters to give Notice in Quebec.

Every master or employer of labour in *Quebec* must give due notice to any servant engaged by the week, month or year, whose services are no longer required, the notice to be at least one week if the engagement is by the week, two weeks if by the month and one month if by the year. The servant, however, may be discharged at or before the expiration of his agreement without notice upon full payment of the wages to which he would have been entitled had the term of his service expired and the required notice been given.[48]

Improper Dismissal of Servants in Saskatchewan and Alberta.

The procedure in *Saskatchewan* and *Alberta* in cases of improper dismissal of servants is the same as in proceedings for the recovery of unpaid wages. In the event of the justice determining that the servant has been improperly dismissed he may, in addition to directing the payment of the amount owing for wages found to be due, not exceeding two months' wages, also order the payment to him of any further amount that may seem reasonable, not to exceed four weeks' wages, at the rate at which he was being paid by his employer when dismissed.[49]

47 Ord. N.W.T., 1904, chap. 3, sec. 2.
48 R.S. Que. 1888, art. 5616.
49 N.W.T. Ord. 1904, chap. 3, sec. 3.

Ill-Treatment of Servants in Prince Edward Island.

In *Prince Edward Island,* a master ill-treating a servant or refusing to carry out his agreement, may, on complaint before any two justices of the peace of the county, be compelled to release the servant from his agreements and to pay full wages for the time served, the servant to be granted a certificate by the justices permitting him to legally hire with another master or mistress. Where a servant has been ill-treated, the justices may order the offending master to pay a fine not exceeding five pounds.[50]

Ill-Treatment of Servants in Quebec.

The mis-usage of a servant in *Quebec,* or failure to supply sufficient wholesome food, or cruelty or ill-treatment of any kind toward a servant is punishable by a fine of $20.00.[51]

Ill-Treatment of Servants in Manitoba.

A justice of the peace or a police magistrate in *Manitoba,* may, upon complaint being laid before him, on the oath of an apprentice against his master for having refused him necessary provisions, or for having misused or ill-treated him in any way, summon the master to appear before him and, on conviction, may levy a fine not exceeding $20.00 and costs upon the defendant, with the alternative of one month's imprisonment in the common jail.[52]

The duties of a master towards his apprentice in *Manitoba* is defined as "to provide the apprentice during the term of his apprenticeship with suitable board, lodging and clothing, or such equivalent therefor as is mentioned in the indenture." He is also required to properly teach and instruct him or cause him to be so taught in his trade, profession or calling.[53]

Ill-Treatment of Servants in Saskatchewan and Alberta.

The recovery of damages by a servant for mis-usage in *Saskatchewan* and *Alberta* is by complaint before a justice, the procedure being the same as in case of non-payment of wages.[54]

50 P.E.I. stat. 1833, chap. 26, sec.
51 R.S. Que., 1888, art. 5622.
52 R.S. Man., 1902, chap. 108, sec. 16.
53 R.S. Man., 1902, chap. 108, sec. 5.
54 N.W.T. Ord., 1904, chap. 3, sec. 3.

(To be Continued.)

SETTLEMENT OF STRIKES OF MASONS AND BRICKLAYERS AND OF LEATHER WORKERS AT CALGARY, ALTA., UNDER THE CONCILIATION ACT.

ON May 18, masons and bricklayers in the employ of several contractors in Calgary, Alta., went out on strike, the cause being the refusal of the contractors to agree to pay masons at the rate of 60 cents an hour and bricklayers at the rate of 65 cents, an increase in the case of masons of 5 cents and of bricklayers of 10 cents over the rate which had been paid during the previous year. The total number of men who went out on strike was fifty-six. Some thirty-six other masons and bricklayers continued at work, their employers having agreed to pay the increase demanded.

Cause of Masons and Bricklayers' Strike.

The circumstances of the strike were somewhat peculiar. On January 5 of the present year, the bricklayers and masons who were members of a local union with a membership of about 100, sent a notice to the contractors in Calgary, informing them that three months from that date they would expect to have their wages increased from the flat rate of 55 cents to a rate of 60 cents for masons and 65 cents per hour for bricklayers. When the three months had expired a number of the contractors in the city began paying the advanced rate. About this time, however, a large number of contractors and others interested in the building trades in the city formed what was known as the Calgary Builders' Exchange, though at the time of its formation and subsequently there were one or two others contractors who did not become members. On May 4 the secretary of the Builders' Exchange sent a communication to the secretary of the Stonemasons and Bricklayers' Union, informing the union that he had been directed by the Exchange to inform its members that after

May 15 the stonemasons and bricklayers would be paid the same wages as they had been paid during the previous year, namely, 55 cents per hour. The union thereupon determined not to allow any of its members to work except for contractors who were willing to enter into an agreement to pay the rates demanded by the union in accordance with the notice given in January. On May 15 one or two contractors who were not members of the Builders' Exchange, and one or two individuals and firms who had on hand certain construction work which they were anxious to have completed signed an agreement for two years to pay the rate demanded by the union. All the members of the Builders' Exchange, however, refused to grant this rate or to enter into any agreement with the local union. As the members of the Builders' Exchange constituted, with one exception, the most important firms of contractors employing masons and bricklayers, their refusal to grant the wages requested led to a cessation on this class of work on all the buildings which they had in course of construction, and began before the end of the month, to seriously affect the building and business interests of the city.

Intervention of Department of Labour.

Early in the month of June a communication was received at the Department of Labour from the Mayor of Calgary, in which his worship requested the Deputy Minister of Labour to come to Calgary to intervene in the strike with a view to bringing about, if possible a settlement of the difficulties. In the same communication a request was also made that the Deputy Minister should intervene in another strike which had arisen among the leather workers in Calgary. In his letter His Worship said: "If you can arrange to come to Calgary I think it may prevent a serious and disastrous set back to our progress." On June 4 a telegram was received at the Department of Labour signed by three of the leading firms of contractors, requesting in the name of themselves and the Builders' Exchange of Calgary, the immediate presence of the Deputy Minister of Labour to adjudicate matters. This communication having been placed before the Minister of Labour, the Honourable A. B. Aylesworth, the latter directed Mr. Mackenzie King, the Deputy Minister, to proceed forthwith to Calgary and to lend the good offices of the Department with a view to effecting a settlement under the Conciliation Act, 1900.

Mr. King reached Calgary about midnight on Saturday the 9th June, and on Monday morning had interviews with His Worship the Mayor, the officers of the Bricklayers' and Masons' Union and the members of the Builders' Exchange and arranged a joint conference for that afternoon at the City Hall between the representatives of the Builders' Exchange and the Union. The conference lasted from three until nearly seven o'clock p.m., the Deputy Minister acting as chairman and the representatives of the two parties exchanging their views across a common board. By the time the conference was concluded the terms of an agreement which it was believed would be acceptable to both parties, had been drafted. On the following morning the representatives of the Builders' Exchange presented to the members of that body at a meeting called for the purpose the terms of the agreement proposed, and after some discussion these terms were agreed to by the members. Having received the assurance of the representatives of the Union that the terms would be acceptable to the members of that body, the Deputy Minister then proceeded to formally draft an agreement in accordance with the understanding between the parties. This agreement was presented to the president and secretary of the Builders' Exchange who signed on behalf of the Exchange, and was presented and its terms explained by the Deputy Minister to the members of the Union at a special meeting of that body called for the evening of that day. At this meeting the agreement was adopted unanimously, and was signed by the president and secretary of the Union, and on the following day the members of the Union returned to work.

Terms of Settlement.

According to the agreement which formed the basis of settlement the masons received the full increase which had been demanded by them, namely, payment at the rate of 60 cents, instead of 55 cents an

hour. The bricklayers were given an increase of 7½ cents per hour. Provision was made for the establishment of a Conciliation Board to settle any questions which might arise between the parties, and which might not be covered in the terms of the agreement. Both the Builders' Exchange and the Union were to have an equal number of representatives on this board and the decision of the majority was to be the decision of the Board. In the event of the Board being evenly divided in its decision on any matter referred to, provision was made for the selection of an arbitrator by the parties, the arbitrator to be such persons as might be mutually acceptable if one such could be found, and failing an arbitrator mutually chosen, a justice of the Supreme Court of the province. The period of the contract was fixed at three years.

The Text of the Agreement.

The following is a copy of the exact provisions and terms of the contract:—

"MEMORANDUM OF AGREEMENT entered into this 12th day of June, A.D., one thousand nine hundred and six.

BETWEEN:

The Calgary Builders' Exchange, hereinafter called the Exchange,

of the First Part,

AND

The Local Union No. Two of the International Association of Bricklayers and Stonemasons, hereinafter called the Union.

of the Second Part.

WITNESSETH: That for and in consideration of the several conditions hereinafter mentioned and mutual advantages of the parties it is agreed by and between the parties hereto as follows:—

FIRST: The minimum rate of wages for Stonemasons shall be sixty cents per hour per day of eight hours,

SECOND: The minimum rate of wages for Bricklayers shall be sixty two and one-half cents per hour per day of eight hours.

THIRD: In the event of a dispute arising between the parties to this Agreement or between any building contractors of the said Exchange and any workmen of the said Union, it shall be referred for settlement to a Board of Conciliation to be composed of three building contractors and three members of the Union to be chosen by the Exchange and the Union respectively, and the decision of a majority of such Board shall be the decision of the Board and shall bind the parties.

FOURTH: Their representatives on the Conciliation Board shall be chosen by the Exchange and the Union forthwith after signing of this Agreement, and members chosen shall continue in office for a period of one year. In the event of the death or resignation of any member his place shall be filled forthwith in the same manner as original members are chosen. At the expiration of each year a new board shall be chosen in the same manner as the original Board but members of retiring Board may be re-elected.

FIFTH: In the event of the Board of Conciliation being unable to come to a decision on any matter referred to it, the Board shall appoint a disinterested third party to act as an arbitrator to decide such matter in dispute, and failing an agreement on the part of the Board in the choice of such third party a Judge of the Supreme Court shall be chosen as arbitrator. The decision of the arbitrator shall be final.

SIXTH: The terms and duration of this Agreement shall be for the period of three years beginning June 12th 1906, and terminating June 11th, 1909.

SEVENTH: It shall be the option of the parties to renew either in whole or part the terms of this Agreement at the expiration of the period for which it is made but notice in writing as to any proposed change is to be given at least three months before the expiration of the period for which this Agreement is made.

EIGHTH: This agreement to be effective shall bear the signatures of the President and Secretary of the Builders Exchange and the signature of the President and Secretary of the Union.

SIGNED, SEALED and DELIVERED the day and year first above mentioned.

For the Exchange:—

W. A. MACKINNON,
President,

E. L. RICHARDSON,
Secretary.

For the Union:—

L. GRAHAM,
President,

D. HOARE,
Secretary.

WITNESS:—

W. L. MACKENZIE KING,
Deputy Minister of Labour.

Effect of Settlement,

The effect of the settlement of the bricklayers' and masons' strike was to immediately remove the depression which had begun to make itself seriously felt in building circles in Calgary. Whilst the actual numbers of men on strike was not large, only between fifty and sixty in all being out of work at the time, members of other branches of the building trades were beginning to be affected on account of the cessation of building operations occasioned by two of the most important branches of trade having ceased work. Altogether, between ninety and 100 bricklayers and masons were directly affected by the settlement, inasmuch as many of those who had continued at work at a higher rate would probably have been employed at this rate only for a short time, their being no guarantee, except in the case of those employed by one or two contractors, that when the work upon which they were engaged was completed, the increased rates would be maintained.

A further effect of the settlement upon bricklayers and the masons has been to secure a minimum wage of 60 cents for masons and 62½ cents for bricklayers for a period of three years, and to bring greater stability into building operations for that period of time. As nothing is more important in Calgary at the present

time than the extent of its building, the settlement from this point of view is especially significant.

Strike of Leather Workers,

The strike of leather workers in Calgary commenced on May 7 and was confined, until June 1, to employees of the Great West Saddlery Company, who had presented, through their union a demand for a slight increase in the piece work prices, and had asked that a price list be placed in a conspicuous place in the factory so that all employees could see the prices for themselves, without consulting with the superintendent in reference to them. The employees of the Great West Saddlery Company who went on strike numbered twenty-one, and this number was increased on June 1 by six employees of the Calgary Saddlery Company, also members of the Leather Workers' Union, who came out in sympathy with those in the employ of the Great West Saddlery Company, and also for the purpose of presenting similar demands.

The Deputy Minister of Labour had interviews with the members of the Leather Workers' Union and with the manager of the Great West Saddlery Company as occasion permitted during the course of his negotiations in connection with the building trades strike. As a result of these interviews it appeared that the Great West Saddlery Company had refused consideration of the demands of its employees chiefly on the ground that this consideration involved a recognition of the Leather Workers' Union. The leather workers having expressed their willingness to forego any demand for recognition, a joint conference was arranged between the employees of the Great West Saddlery Company and the vice-president of the company at the house of the latter on the evening of Monday, the 11th June, and at this meeting the vice-president agreed, in the event of the employees returning to work, to consider personally any cases which might be brought to his attention in which it appeared that the rates fixed on the price schedule were not fair, and to concede an increase in the event of it appearing that the complaint was well founded. This undertaking appearing to the employees, in the light of all the circumstances, to be satisfactory, the latter on the day following declared the strike at an end and returned to work. A similar understanding having been arrived at between the Calgary Saddlery Company and those of its employees who had gone out on June 1, they also decided to return to work. In both cases there was an understanding that no men would be discriminated against in consequence of their having been participators in the strike.

LEGISLATION OF THE DOMINION PARLIAMENT AFFECTING LABOUR, 1906.

(To be Continued.)

ON June 1 and 26 a number of acts passed by the Parliament of Canada were assented to by the Deputy to His Excellency the Governor General. A number of these were of particular interest from the standpoint of industry and labour.

The Canadian Handicrafts Guild.

An act incorporating the Canadian Handicrafts Guild was passed, the Guild being defined as "a benevolent association for the purpose of encouraging, reviving and developing Canadian handicrafts and home and arts industries, providing markets for same and facilitating the spreading of habits of home industry and thrift." The objects of the Guild were set forth in full as follows:—

(1) To encourage, retain, revive and develop Canadian handicrafts and art industries, throughout the Dominion.
(2) To prevent the loss, extinction and deterioration of the same.
(3) To encourage and preserve any such crafts and industries possessed by new settlers.
(4) To aid people skilled in such crafts and industries, by providing markets for their products in Canada and abroad.
(5) To encourage industry in the homes of the people by making it profitable and honourable.
(6) To carry on and take part in exhibitions of home-arts, industries and crafts.
(7) To provide instruction in and proper direction for such arts, industries and crafts.
(8) To educate the public to the value of such arts, industries and crafts and of good hand work.
(9) To keep records of the same, in order to prevent extinction.

In carrying out the above objects the Guild was given power to buy and sell goods and other moveable or immoveable property, to hold exhibitions, open stores, appoint agents and instructors, and open schools and classes for instruction. It was provided, however, that these transactions must be without personal profit to members of the Guild, though compensation for time lost or expenses incurred is allowed. Provision is also made for the management of the Guild by a general committee elected annually from which an executive committee, to administer the business of the Guild, is to be appointed. The powers of the general committee are carefully defined in the act. The head office of the Guild is to be in the City of Montreal, but branches may be established at other points, and the operations of the Guild extended outside of the Dominion if deemed advisable. Any person contributing the sum of fifty dollars to the general fund of the Guild may be elected a life member of the corporation.

Regulation of the Milk Industry.

By an amendment to the Weights and Measures Act it was provided that when milk is sold by the measure all cans or other vessels of one gallon or over used for the purpose of the same must contain one Dominion standard gallon, or some multiple thereof. Cans or vessels of a capacity of eight gallons are to be known as a standard, when of the capacity of four gallons as half a standard, and when of the capacity of two gallons as a quarter standard. All cans or vessels are subject to official verification, and must have the capacity and the name of the maker engraved or stamped thereon. A tariff of fees for inspecting and stamping milk cans is provided for. Milk cans of a capacity of one gallon or over now in use for the purpose of buying or selling milk, if not already officially verified and stamped, must, within three months, be so verified and stamped. The penalty for using milk cans that have not been duly inspected and stamped is placed at not over fifty dollars and not less than five dollars for the first offence and at fifty dollars for every subsequent offence with forfeiture of the vessel.

The Act is designed to remove a grievance in the Province of Ontario among farmers supplying milk to dealers in the larger cities where milk was sold by the can but considerable variation in the size of cans has existed.

Grants of Lands to Members of the Militia Force.

An act was passed further extending the time limit within which grants of lands may be made to members of the militia force who were in active service in the North-west in connection with the Indian and Half-breed outbreak of 1885. By the original act referring to this matter military bounty warrants for the free homesteading of two adjoining quarter sections of Dominion lands were to be issued subject to certain conditions as to the time in which the sections should be selected and entered. This time was subsequently extended to December 31, 1900. As there are still outstanding a small number of such warrants it was deemed expedient that another opportunity of taking advantage of the full benefit of the bounty should be granted. The time is now extended to December 31, 1908.

Report of Act of 1890 Concerning Labour Statistics.

An act was passed repealing chapter 15 of the statutes of 1890 intituled, "An Act to provide for the collection and publication of labour statistics." Under this act authority was given for the establishment of a bureau of labour in connection with the Department of Agriculture. The bureau was, however, never established under the act. In 1900 the Conciliation Act creating the Department of Labour was passed. As this act placed the work of collecting and publishing labour statistics under that department, the repeal of the Act of 1890 was necessary to prevent two departments being charged with the same duty. The repeal of the Act was at the instance of the officers of the government engaged in the consolidation of the statutes.

Miscellaneous.

In a number of acts relating to the *incorporation of railway companies* clauses were included extending the time within which

construction must be completed and requiring the companies to observe the special provisions of the law relating to public health and safety.

An Act was passed incorporating the *Colonial Bank of Canada* with a capital stock of $3,000,000 and head office at Winnipeg, Man. An extension of one year's time was granted to the *Citizens' Bank of Canada* and to the *Farmers' Bank of Canada* within which to receive their certificates from the Treasury Board.

An Act "Respecting the *Grand Trunk Pacific Railway Company*," provided for the issue of debenture stock by the company not exceeding $25,000,000 after passing a by-law stating the amount of the stock to be issued, the rate of interest payable, dates and places of payments of interest and principal, and other particulars.

By an amendment to the *Customs' Act* the period of exemption from duty allowed on machinery and structural iron and steel for use in the construction and equipment of factories for the manufacture of sugar from beet-roots, was extended from June 30, 1906, to December 31, 1906. A similar extension was made in the case of machinery or appliances, not made in Canada, for use exclusively in alluvial gold mining. It was also provided that the duty on iron or steel railway bars or rails which have been in use in Canada and have been exported from Canada and returned thereto after having been re-rolled, shall be 25 per cent. on the cost of the re-rolling, provided that the rails or bars are over fifty-six pounds weight per lineal yard when re-rolled and are to be used by the company importing them. This special duty may be abolished by Order in Council whenever the Governor in Council is satisfied that a mill adapted to and equipped for re-rolling such rails in substantial quantities has been established in Canada.

MINERS' LIENS IN THE YUKON TERRITORY

AN ordinance respecting liens in favour of miners in the Yukon Territory was passed by His Excellency the Governor-General-in-Council under date of May 26, 1906, publication of the same being made in *The Canada Gazette* during June.*

Nature of Liens.

The ordinance provides that any person performing work or service or furnishing wood for use in connection with the working of placer or quartz mining claim, is entitled to a lien for the price of his work or wood upon the claim and its appurtenances, including the minerals or ores produced from it, the lands occupied in working it, and any machinery and chattels found upon these lands. The amount of the lien is limited to the sum justly due to the person entitled thereto. Upon registration, the lien attaches upon the claim as against subsequent purchasers, mortgagees or other encumbrancers, and is a direct charge upon the estate or interest of the owner and other persons having an interest in the mine and the minerals or ores produced therefrom, as well as upon the appurtenances and lands above mentioned. The lien has priority over all previous mortgages and encumbrances upon the mine to the extent of an undivided one-half interest in the claim and its appurtenances, though the lien is not to have priority over mortgages and encumbrances registered prior to the passing of the ordinance.

Registration of Liens.

A claim of lien may be deposited in the office of the mining recorder for the district in which the mine is situated and in the office of the Gold Commissioner. It must set forth the name and residence of the claimant and of the owner of the property to be charged and of the person for whom the work was done or wood furnished, as well as the time within which the same was performed or furnished, the work done or wood furnished, the amount claimed as due. A description of the property to be charged, and the date of expiry of the period of credit agreed to by the claimant must also be stated. The claim must be verified by the affidavit of the claimant or his agent, having a personal knowledge of the facts sworn to.

A number of claimants may unite in registering a claim of this nature.

*Under section 8 of the Yukon Territory Act (Statutes of Canada, 1898, chap. 6) as amended in 1902, (Statutes of Canada, 1902, chap. 34, sec. 2) the Governor-General in Council may make ordinances for the peace, order and good government of the territory.

The period within which a claim must be registered is limited to thirty days after the last day for which the wages are payable or on which the wood was furnished, or within thirty days after the time fixed for payment. If, however, the work was performed or wood furnished between the first day of November in any year and the thirtieth day of April in the following year, the claim may be registered within thirty days after the thirtieth of April. A memorandum of the registration of a claim of this nature must be entered by the Gold Commissioner against the property affected.

A miners' lien, in respect of which a claim has not been duly deposited, absolutely ceases to exist upon the expiry of the time limit.

Proceedings to Realize.

A miner's lien ceases to exist upon the expiry of sixty days from the date of registration unless proceedings are instituted in the meantime to realize the claim and the certificate thereof duly filed in the office of the Gold Commissioner. Liens may be enforced by originating summons in which the grounds upon which the liens are claimed are set forth. The court or judge may thereupon appoint a receiver if proof is made that the lien holder is in danger of losing his claim unless such action is taken. The proceedings of the court, after giving notice to the parties interested, must be summary, and must fix the liability of the owner or other person interested in the mine for the wages or wood mentioned in the claim of lien. Any number of lien holders may join in one summons, and in the event of the death of the plaintiff or his neglect or refusal to proceed, provision is made for transferring the action. In case the ores or minerals are not sufficient to satisfy the liens registered against the mine, the court after the lapse of a month may direct the sale of the mine after reasonable notice. Any wood, machinery or chattels charged with a miner's lien may also be sold. When judgment is given in favour of the lien holder, the costs of registering the lien as well as the costs of the action must be borne by the defendant.

Upon receiving security or payment into court in lieu of the amount of the claim, or upon other grounds, the registration of the lien may be vacated. If the person claiming the lien has wrongfully refused to give a discharge, or has no just cause for his claim, or claims a larger sum than is due, the court may order him to pay the costs of the other party.

The ordinance also provides for the assignment of liens, the discharge of liens and fees for registration.

Liens on Encumbered Mines.

The owner of an encumbered mine, contracting either personally or through an agent for the performance of work or the furnishing of wood in connection with the working of the mine, must give notice of his action immediately in writing and in accordance with a specified form to the persons holding the mortgage or encumbrance. The penalty for omitting to do this, in case he subsequently fails to pay for the service or wood, is fixed at a maximum of $250 with the alternative of imprisonment for a period not exceeding three months.

When a miner's lien has once been registered against a placer mining claim, it is declared unlawful for the owner to remove any gold from the claim if the lien holder has given a written notice in specified form forbidding the same. Any person interested in the claim may thereupon notify the mining inspector residing nearest the claim that a miner's lien has been registered and the removal of gold forbidden. Upon receiving this notice, the mining inspector is required to take possession of all dumps and sluices and all gold dust produced from the claim and to make provision for obtaining the gold therefrom at the expense of the owner. In the event of there being a prior mortgage or encumbrance, payment must be made *pro rata*, not exceeding one-half of the gold, among all persons to whom amounts are due for wages or wood, the balance being given to the owner, mortgagor, or other encumbrancer of the mine. If there is no prior encumbrance, the full amount of the gold may be applied to payments for wood or wages and any residue handed to the owner.

If there is any dispute as to the amount due for wages or wood, the mining inspector must deposit the gold dust produced from the claim with the clerk of the Ter-

ritorial Court to abide the decision of a judge upon an action to enforce the lien.

Men who have been hired or who have furnished wood in connection with a placer mining claim are entitled to have a representative present at every clean up and at the weighing of the gold dust obtained thereby, the representative being entitled to a statement in writing from the owner as to the quantity of gold obtained from time to time from the mine.

The penalty for violation of the above provisions by an owner is fixed at a maximum of $250 with an alternative of three months imprisonment, together with payment of any claims owing for wages or wood furnished.

The ordinance goes into force on July 1 of the present year.

RECENT INDUSTRIAL INVENTIONS.

Particulars as to the inventions of which mention is made in this article will be found in the last number of *The Canadian Patent Office Record* issued by the Department of Agriculture.

DURING the month of January 502 inventions were patented in Canada. Of these, thirty-two related to agriculture, two to lumbering and thirteen to the mining industry. There were fourteen concerning the construction of railways, forty-two relating to the building trades and 105 to the metal trades, as well as twenty-five electrical inventions and eighteen of interest to the woodworking trades, thirteen to the printing trades, three to the textile industries and nineteen to the clothing industries. There were seventeen relating to the preparation of food and tobacco and nine to the leather industry. Thirty-seven patents concerned inventions relating to the railway service and thirty-four concerned inventions relating to other means of transport. The remaining inventions related to various miscellaneous industries.

Among the inventions relating to *agriculture,* were three mowers, three ploughs, two churns and two cream separators. A process was patented for removing smut and other foreign matter from wheat.

Two patents related to *lumbering,* and comprised a lumber jack and a method of forming edged tools such as axes.

The *mining* inventions comprised six ore separators, an ore concentrator, a method and apparatus for coking hydrogen bituminous combustibles, two rock drillers and a buddle for ore concentrators. A process of extracting gold and silver, which was patented, consists in reducing the ore to an impalpable powder, subjecting the powder to treatment first by a mercury process then by a cyanide process. After the gold and silver values have been extracted, the residue is mixed with nitrate of potassium, salt and an easily separated metal. The mixture is smelted and the gas containing suspended precious metals is carried to an accumulator.

The patents concerning *railway construction* comprised five switches, three rails, three rail joints, three rail stays, and a pocket transit.

Among the inventions relating to the *building trades,* there were nine which concerned the manufacture and use of concrete and cement. These included two concrete mixers, a concrete block machine, a press for cement bricks, three bars for reinforcing concrete structures, a mould for concrete posts, and a dam. There were also two patents for a sand blast apparatus, two excavators, two gates, three door controllers and openers, a well drill and a stone cutting saw.

Among the inventions of interest to the *metal trades,* there were patented eleven rotary engines, ten governors for turbines, three governors for pumping engines, five valves, three machines for making wire fences, apparatus for steam heating, a heating process and a valve for heat and ventilation. There were also patented five wrenches, three nut-locks and a combination machine tool composed of a vise and a cutting saw or disc.

Among the *electrical* inventions, there were two relating to wireless telegraphy and two to telephones. There were four electrical signalling devices for trains, three systems of electrical controllers, an electric lamp for heating, an electro medical appliance, an electrically controlled governor for marine engines and a code.

The inventions relating to the *woodworking and furnishing* trades comprised eight articles of furniture, two refrigerators, three musical instruments, machines for forming compound deals and for cutting axles, and a means of securing handles to brooms.

The inventions relating to the *printing trades* comprised a type casting and setting machine, six printing and composing machines, including one monoline machine and one for numbering books. There were also three inventions relating to photography, a paper feeding device, a card trimmer and a binding holder.

The inventions relating to *textile* industries comprised a quilting frame, a loom, and a fabric containing a thread of twisted rubber.

The inventions in the clothing industries comprised ten articles of wear, and a treadle and a cabinet for sewing machines. There were two patents relating to the art of dressmaking, one to the manufacture of boots and shoes, and four to laundry work.

Among the inventions relating to the *preparation of food and tobacco,* there were two bottling machines, machines for kneading dough, mixing cake and icing, and for cutting meat. Other inventions included a baker's oven, a cooking range, a meat roaster, a soup strainer and a machine for stripping tobacco leaf.

The inventions relating to the *leather trades* comprised two processes of treating hides, a process of treating leather and six portions of harness.

In the *railway service,* there were patented among other articles, four signalling devices, two air brakes, as well as three other brakes, five car doors, two locomotive trucks, two car frames and mechanisms for stopping trains and for unloading cars.

Among the inventions relating to other means of *transport,* there were patented a motor vehicle, an air ship, a conveyor, a speed indicator, two draft equalizers, and three connections for gearless motors.

Among the *miscellaneous* inventions, there were fourteen business utilities, including a loose leaf binder, a machine for opening envelopes and a manifolding invoice sheet. There were four patents relating to the manufacture of pulp, and one to the manufacture of paper. Two inventions concerned the manufacture of glass. There were also machines for stringing bags, for grinding and sifting, and for making envelopes. A method of preventing the accumulation of anchor or frazil ice about water wheels, which was patented, consists in combining with the wheel a chute casing having hollow upper and lower rings joined by chutes, through which heat is introduced.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING JUNE, 1906.

The following is a list of the contracts awarded by the Department of Public Works and the Department of Railways and Canals which received the signatures of both parties during the past month, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged in the work.

Department of Public Works.

CONSTRUCTION of an armoury building at Guelph, Ont.; name of contractors, Messrs. Nagle & Mills, Ingersoll, Ont.; date of contract, June 1, 1906; amount of contract $80,000.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, not less than:—
Foreman stonecutter	$3.75 per day, 8 hrs. per day.
" bricklayer	3.75 " 9 "
" mason	3.75 " 9 "
" carpenter	2.75 " 9 "
Masons	3.25 " 9 "
Bricklayer	3.25 " 9 "
Builders' labourers	1.80 " 9 "
Stonecutters	3.00 " 8 "
Carpenters	2.25 " 9 "
Joiners	2.50 " 9 "
Stair builders	2.50 " 9 "
Plasterers	.35 per hour 9 "
Plasterers' labourers	.20 " 9 "
Lathers	02½ per yard.
Painters and glaziers	2.25 per day 9 "
Plumbers	2.50 " 10 "
Steamfitters	2.50 " 10 "
Tinsmiths	2.25 " 9 "
Blacksmiths	11.00 per week 10 "
Metal roofers	2.25 per day 9 "
Ordinary labourers	.20 per hour, 9 "
Driver, 1 horse and cart	2.75 per day 9 "
" 2 horses and wagon	3.50 " 9 "
" and 1 horse	1.75 " 9 "
" " 2 horses	3.50 " 9 "

Construction of a public building at Nicolet, Que.; name of contractors, Jos. Bourque & Co.; date of contract, June 26, 1906; amount of contract, $14,500.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages Per day of Hours Not less than :
Carpenters	$.175 per day.
Painters	1.75 "
Bricklayers	.35 per hour.
Masons	.30 "
Stonecutters	.35 "
Plasterers	.30 "
Plumbers and steamfitters.	2.00 per day.
Sheet metal workers	2.00 "
Labourers	1.25 "
Driver, 1 horse and cart	1.60 "
Driver, 2 horses and wagon.	3.00 "

Department of Railways and Canals.

15,000 gallon water tank at Montague, P.E.I.; date of contract, June 4, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 10 Hours Not less than :
Painters	$1.50.
Blacksmiths	1.50.
Labourers	1.25.
Carpenters	1.50.
Masons	2.25.
Sheet metal workers	1.75.

Work at Montague and Murray Harbour, P.E.I.; date of contract, June 4, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, not less than :
Labourers	$1.25 per day of 10 hours.
Carpenters	1.50 " 10 "
Pipe layers	2.00 " 9 "
Blacksmiths	1.50 " 10 "
Driver, 1 horse and cart	2.25 " 10 "
" 2 horses and wagon	3.25 " 10 "

Swing bridge at Riley's Crossing, Chambly Canal; date of contract, June 7, 1906; amount of contract, $2,150.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 10 Hours Not less than :
Labourers	$1.50.
Blacksmiths	2.50.
Carpenters	2.00.
Machinists	2.25.
Driver, 1 horse and cart	2.00.
Driver, 2 horses and wagon	3.00.

Bridges at Nauwigewauk and St. John, N.B.; date of contract, June 8, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE

Class of Labour.	Rate of Wages per day not less than :
NAUWIGEWAUK BRIDGE.	
Erecting foreman	$2.50 per day of 10 hours.
Structural Steel worker	2.00 " 10 "
Riveters	2.00 " 10 "
Carpenters	1.75 " 10 "
Labourers	1.25 " 10 "
BRUDENEL BRIDGE.	
Erecting foreman	$2.50 per day of 10 hours.
Structural steel worker	2.00 " 10 "
Riveters	1.50 " 10 "
Carpenters	1.50 " 10 "
Labourers	1.25 " 10 "
ST. JOHN BRIDGE.	
Erecting foreman	$2.50 per day of 9 hours.
Structural steel workers	2.00 " 9 "
Riveters	2.00 " 9 "
Carpenters	2.00 " 9 "
Common labourers	1.40 " 9 "
Builders' labourers	1.60 " 9 "

Surfacing roadway, etc., on approaches to Hillsborough Bridge, P.E.I.; date of contract, June 14, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 10 Hours, Not less than :
Carpenters	$1.50.
Blacksmiths	1.50.
Engineer on steam roller	1.50.
Painters	1.50.
Labourers	1.25.

Wharf near west end of "Deep Cut" in Village of Cardinal, County of Grenville, Ont., Galops Canal; date of contract, June 16, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 10 Hours, Not less than :
Carpenters	$2.00.
Blacksmiths	2.00.
Labourers	1.35.

Addition to and removal of freight shed at Windsor, N.S.; date of contract, June 14, 1906; amount of contract, $4,000.00.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of wages, not less than:
Foreman	No rates
Painters	$2.00 per day of 9 hours.
Common labourers	1.25 " 9 "
Carpenters	.25 per hour 9 hrs. per d.
Builders' labourers	.16 " 9 "

Station and dwelling, freight shed, baggage room and coal room at Belmont, N.S.; date of contract, June 20, 1906; amount of contract, $3,880.00.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of wages per day of 10 hours, not less than:
Carpenters	$2.00
Painters	2.00
Masons	3.00
Plumbers	2.00
Labourers	1.35

Construction of railway from Golden, B.C., to the International Boundary Line, via. Windermere and Fort Steele, and crossing the Crow's Nest Pass Railway at or near Elko—186 miles; date of contract, June 23, 1906.

FAIR WAGES SCHEDULE.

The minimum rate of wages to be paid respectively for the several classes of labour by the Company, and for the hire of teams, shall be the current rate in the district through which the railway is constructed, and the company hereby covenants and agrees to make good any difference in the rates paid for the work done which may be less than the current rate aforesaid. In the event of a dispute arising as to what amount or amounts, if any, are owing because of a difference in the rates paid for the work done at a rate which may be less than the current rate, the matter shall be determined by the Minister, whose decision shall be final.

From point in Hochelaga ward, Montreal, Que., to point on the Great Northern Railway in or near Joliette, Que., passing at or near l'Assomption, Que., with a spur line into said town—42 miles; date of contract, June 26, 1906.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of wages.
Stonecutters	$ 0.40 per hour, 0.37½ " } 8 hrs p. d.
Masons	2.50 per day, 10 hrs p. day.
Quarrymen	1.50 " 10 "
Rock drillers	1.50 " 10 "
Steam drillers	1.70 " 10 "
Blasters	1.70 " 10 "
Tracklayers	1.50 " 10 "
Ordinary labourers	1.50 " 10 "
Carpenters	1.75 " 10 "
Choppers	26.00 per month and board
Machinists	2.00 per day, 10 hrs p. day
Blacksmiths	2.50 " 10 "
Steam shovel engineer	125.00 p. month 10 "
" craneman	90.00 " 10 "
" fireman	2.00 per day, 10 "
Steam derrick engineer	2.00 " 10 "
" fireman	1.50 " 10 "

Machinery to operate lock gates of Lachine Canal, Que.; date of contract, June 28, 1906; amount of contract, $302.50 per set.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of wages,
Common labourer	$1.50 per day of 10 hours.
Carpenters	2.25 " 10 "
Blacksmiths	2.25 " 10 "
Machinists	2.25 " 9 "
Millwrights	2.35 " 10 "
Pattern makers	2.50 " 10 "
Iron moulders	2.25 " 10 "
Brass moulders	2.25 " 10 "
Driver, 1 horse and cart	2.50 " 10 "
" 2 horses and wagon	4.00 " 10 "

ENFORCEMENT OF FAIR WAGES RESOLUTION BY POST OFFICE DEPARTMENT, JUNE 1906.

DURING the month of June the following orders were given by the Post Office Department for the supplies below mentioned. All were given subject to the regulations for the suppression of sweating system, and securing payment to the workingmen and women of fair wages and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$366.35
Making and repairing rubber dating stamps and type; also other hand stamps	58.40
Supplying stamping material and repairing stamping pads	454.46
Repairing post office scales	10.75
Supplying mail bags	3,967.05
Repairing mail bags	1,072.82
Making and repairing mail locks and supplying mail bag fittings	359.95
Supplying railway mail clerks' tin travelling boxes and repairing portable letter boxes, railway mail clerks tin travelling boxes and street letter boxes	124.25
Making and repairing miscellaneous articles of postal stores	50.20
Making up and supplying articles of official uniform	5,074.75

TRADE DISPUTES DURING THE MONTH OF JUNE.

THERE was a great decrease in the number of trade disputes in Canada and in the amount of industrial loss arising from them during June compared with the previous month. With the exception of Lethbridge, Alberta, there was no locality where a general trade depression was felt on account of the existence of a strike. All the new disputes of the month were either of short duration or of small importance.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of disputes affecting both employers and employees reported to have been in existence in Canada during June was thirty, a decrease of seven compared with May, but an increase of fourteen compared with June, 1905. About seventy-five establishments and 1,159 employees were directly affected, and 350 employees were indirectly affected by new disputes during the month. Including the disputes which were in existence prior to June 1, there were in all about 165 firms and 3,141 employees directly or indirectly affected during the month.

Loss of time in working days.—The loss of time to employees through trade disputes during June was approximately 38,215 working days, compared with 45,675 in May and 48,734 in June, 1905.

Trades affected by new disputes.—The following trades were affected by the new disputes of the month:

Trades	Number of Disputes
Lumbering	1
Building Trades	1
Metal Trades	3
Woodworking Trades	1
Textile Trades	1
Clothing Trades	1
Food and Tobacco preparation	1
Miscellaneous Trades	2
Unskilled Labour	3
Total	14

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces:—

Province	Number of Disputes
New Brunswick	2
Quebec	2
Ontario	7
Alberta	2
British Columbia	1
Total	14

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause	Number of Disputes
For higher wages	8
For shorter hours	1
For change in method of payment	1
Against discharge of an employee and for recognition of union	1
Against individual agreements	1
For higher wages and shorter hours	1
Unclassified	1
Total	14

Methods of settlement.—Of the thirty disputes which were in existence during June, seventeen were terminated in the course of the month, leaving thirteen still in existence. There were eight disputes terminated by negotiations between the parties concerned, and two were settled through the friendly mediation of the Department of Labour. In one dispute a settlement was reached with two firms by negotiations, and the third firm involved filled the places of the men who were out. The remaining six disputes ended without any negotiations, work being resumed on the employers' terms in three cases, and the strikers' places being filled in the others.

Results of disputes.—In seven disputes that were terminated the employers were successful, in four the employees were wholly successful, and in one they were partially successful, and in five disputes a compromise was reached.

DISPUTES COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.

There were sixteen disputes in existence during June, which commenced before the first of the month. A brief account of these disputes is given below.

Strike of Iron Moulders at Winnipeg, Man.

A strike of iron moulders which began on May 17 affecting three firms was partially settled on June 14 when two of the establishments came to an agreement with their employees. According to a report received from one of these firms, the men were granted an advance of 5 per cent in their wages which was the amount of the increase demanded. No settlement was reached with regard to the third firm but

the company reported on June 5 that their shops were running with a reduced force but gaining every day. The employees of this company were locked out on account of a threatened strike and the company claimed that they refused to sign a schedule involving an increase in wages, recognition of the union and shop committees. The company claimed that they had offered to meet the men part way with regard to wages, but refused to sign the new schedule. This company offered an increase of 1½ cents per hour to moulders whose average wages were 30 cents per hour, an increase of 1 cent to blacksmiths who were receiving 32½ cents and an increase of 1 cent to machinists in place of their demand for an increase of 2½ cents per hour for those receiving 30 cents per hour and a minimum of 30 cents to those working for less. Conditions in this trade became normal during the month and extra men were taken on by the firm affected to fill orders that had been delayed.

Strike of Builders' Labourers at Quebec.

A strike of builders' labourers took place at Quebec on May 28 and was terminated on June 9, a compromise having been reached. The cause of the dispute was a demand for an increase in wages from 16⅔ cents to 20 cents per hour. By the new agreement, the rate of wages was 18⅓ cents per hour for a nine hour day, amounting to an increase of 15 cents per day. Twenty-four firms were affected directly and twenty-seven indirectly, and 210 men were directly affected while a number of bricklayers and plasterers were involved in the dispute.

Strike of Teamsters at Montreal, Que.

A strike of teamsters employed by the Dominion Transport Company, agents of the Canadian Pacific Railway Company, at Montreal, Que., which began on May 29, was terminated on June 5. The cause of the dispute was the demand for an increase in wages from $1.60 to $1.75 per day. It was reported by a member of the Teamsters' Union that the men had asked for an increase in wages in April but had received no reply from the company until they had declared the strike. By the terms of the settlement, the company agreed to pay the men for over-time from 6 p.m. instead of from 6.30 p.m., which was equivalent to an increase of 10 cents per day. About 250 men were affected directly by this dispute.

Strike of Garment Workers at Montreal, Que.

No settlement was reported during June with regard to a strike of *garment workers* of the Montreal Waterproof Clothing Company at Montreal. According to the company, the cause of the dispute was their refusal to reinstate several employees who had been discharged, the company having alleged that these men had been the cause of trouble in the factory. About 150 men and 50 females were affected by the dispute.

With regard to the strike of *coal miners* at Lethbridge, Alberta, which began on March 1, affecting about 500 men, no settlement was reached and no change was reported during the month.

A strike of about 80 *carriage workers* at Toronto, Ont., which began on May 1, owing to the refusal of eight firms to grant a demand for a reduction in working hours, continued throughout the month without change.

On May 1, a strike of nine *coremakers* employed by the James Morrison Brass Manufacturing Company took place at Toronto, owing to the refusal of the company to grant a demand for an increase in wages from $2.50 to $2.75 per day. The dispute was terminated on June 25, the increase in wages having been granted.

A strike of twenty *cap workers* employed by the Star Cap Manufacturing Company of Montreal, which began on May 3 continued throughout June with no settlement having been reached. The company, however, secured a number of men to take the places of the strikers. According to the company, the cause of this dispute was the refusal of their employees to work with girls who were not members of the Hat and Cap Operators' Union.

Although no definite settlement was reached conditions ceased to be affected in the disputes of fifty *carpenters* which began at Welland, Ont., on March 2, twenty *granite cutters* at Toronto, Ont., which began on January 26, and forty-five *granite cutters* at Beebe Plain, Que., which began on March 12. The first of these disputes

arose from a demand for union shops, the second from a demand for recognition of the union, and the third was a sympathetic strike. Information was received that a strike of nine *truck men* or *freight-handlers* of the Canadian Pacific Railway Company which took place at Ottawa on May 30, as reported in the June number of the *Labour Gazette* was settled on the same day. The rate of pay had been $1.25 per ten-hour day for the first six months, $1.35 for the second six months and $1.95 thereafter. These rates were raised to $1.35, $1.45 and $1.50 respectively. Well qualified men who could read and write were to be paid $1.45 from date of engagement.

NEW DISPUTES.

There were eleven new trade disputes reported to the Department during June. These were as follows, in the order of magnitude:—Strikes of deal pilers at St. John, N.B., electrical workers at Toronto, Ont., cotton mill hands at Magog, Que., railway labourers at Kingston, Ont., carpenters at Port Arthur, Ont., labourers at Strathcona, Alta., brass workers at Montreal, Que., labourers at Brantford, Ont., iron workers and cap workers at Toronto. Ont., canoe makers at Fredericton, N.B., paviors at Vancouver, B.C., brick makers at Lethbridge, Alberta, and cigarmakers at Berlin, Ont. A brief account of these disputes is given below.

Strike of Saw Mill Hands at St. John, N.B.

On June 9, a strike of deal pilers employed at the saw mills took place at St. John, N.B. The cause of the dispute was the refusal of the employers to grant a demand for an increase in wages from $2.00 to $2.30 per day. According to a report received from one of the employers, there were ten establishments and 1,000 men affected by the dispute; another return stated that six firms and seventy-five men were directly affected and 225 indirectly affected by the dispute. On June 20, one of the mills affected resumed operations with a new gang of men. On June 27, the strikers decided to return to work at the old rate of wages and operations were resumed at the mills on the following day.

At the beginning of the strike, there was no labour organization among the men, but in the course of it a millmen's union was organized including in its membership the inside workers of the mills as well as the deal pilers as a branch of the International Union. A return received from the Union stated that nine firms and forty-five men were directly affected by the dispute, and 100 men indirectly.

It was claimed by one of the employers that the strike had not made much difference to the mill owners, owing to the fact that there was not a large supply of logs on hand and the lumber market had fallen. It was estimated that from $14,000 to $15,000 had been lost in wages by the strikers, and indirectly raftsmen, longshoremen, stevedore men and tug boat men were affected.

Strike of Electrical Workers at Toronto, Ont.

On June 13, a strike of electrical workers took place at Toronto, Ont., and involved about 250 inside wiremen and from forty to fifty firms. The cause of the dispute was the failure to reach a settlement of the terms of a new agreement, the old one having expired. According to a return received from the Electrical Workers' Union, the men demanded an increase from 27½ to 35 cents per hour on a two-year agreement. One firm granted the increase demanded before the strike took place and a few other firms signed the schedule immediately after. On June 21, the strike was settled, the largest employers and electrical contractors signing a two-year agreement involving an increase in wages from 27½ to 32½ cents per hour. As the electrical workers have an eight-hour day, this amounted to an increase of 40 cents per day. The new agreement also involved recognition of the union and other minor concessions.

Strike of Textile Workers at Magog, Que.

On June 28, a strike of cotton mill workers employed by the Dominion Textile Company took place at Magog, Que. The cause of the dispute was the refusal of the company to recognize the Textile Workers' Union which had been recently organized in their mills. The company offered to increase the wages of the employees who would agree to have nothing to do with the

union. At the beginning of the dispute 125 persons were directly affected and 75 indirectly, but a few days later many employees returned to work on the company's terms. The trouble began among the spinners and as a result of their stopping work, other portions of the mill had to close down. In the course of the dispute two workmen were arrested on a charge of intimidation but they were allowed to go on suspended sentence on agreeing to return to work. No settlement of the dispute was effected during the month.

Strike of Railway Labourers at Kingston, Ont.

On June 28, about 150 Italian labourers engaged in making repairs to the road of the Grand Trunk Railway near Kingston, Ont., demanded an increase in wages from $1.40 to $1.65 per day. On their demands being refused, they declined to entrain and proceed to their place of work. A disturbance having arisen, a number of arrests were made, and twelve of the strikers were subsequently held for trial. On June 30, about half of the strikers resumed work at the old rate, the others having been discharged by the company.

Strike of Carpenters at Port Arthur, Ont.

On June 19, a strike of carpenters took place at Port Arthur, Ont., in which all the contractors in the locality were affected and half the carpenters. The dispute was terminated on June 22, when an agreement was signed which would terminate on June 1, 1907. According to a return received from the carpenters' union, the cause of the dispute was the refusal of the employers to grant an advance of 5 cents per hour over last year's schedule. This return states that eighteen firms and 175 men were affected. The Builders' Exchange states that the cause of the dispute was a desire of the men for an increase in wages from 30 to 35 cents per hour and for a preference to union men. The report from the Builders' Exchange gives the number of firms affected as twelve and the number of men as 150.

The following is a copy of the new agreement:—

'1. That carpenters who were earning 30 cents last year be now paid 35 cents, and others in proportion, provided work is satisfactory to contractors.

2. Ten hours constitute a day's work.

3. Agreement to hold from 25 June, 1906, to June 1, 1907.

4. Five months' notice to be given, by either side of a desire to reverse the schedule.

5. Men to be replaced in former positions provided their place is not already filled.

6. Committee to meet on or about June 1, 1907.

7. Holidays to be paid time and one-half.'

Strike of Labourers at Strathcona, Alta.

On June 5, a strike of labourers on the waterworks installation took place at Strathcona, Alta. According to a report received from the contractors, about 140 men were affected by the dispute. The cause of the strike was a refusal to grant an increase in wages from $1.75 for a ten-hour day to $2.00 for a nine-hour day. On June 7, a settlement was reached by which the men were granted a nine-hour day without an increase in wages.

Strike of Brass Workers at Montreal, Que.

On June 25, a strike of brass workers took place at Montreal, Que., affecting the factory of the Robert Mitchell Company, Limited. The cause of the dispute was the refusal of the company to sign an agreement which was presented by the union.

On April 27, the following letter was sent to the company by the Brass Workers' Union:—

'Owing to the increased cost of living, and bearing in mind the fact that all trades have had their wages increased, to enable them to live, the International Union of Brassworkers, Buffers and Polishers have after mature consideration decided to submit to you the following schedule of wages, which they desire you to give your most favourable consideration:'—

Minimum rates of wages

Brass Finishers	25c. per hour
Tappers and Filers	20c. " "
Polishers	25c. " "
Buffers	22½c. " "

Over-time shall be paid at the rate of time and a half, ten (10) hours shall constitute a day's work, and five (5) hours on Saturday.

When a reduction of company's expenses becomes necessary, the working hours may be reduced, before reducing the staff. If a further reduction is necessary, men who have others dependent upon them shall be given the preference of employment, character, seniority and proficiency to govern.

No shop shall engage improvers, or advance helpers to the detriment of their employees.

No boy shall be privileged to the above trades, under the age of fifteen years (15) and not over eighteen (18), and shall serve not less than four years (4). He must know the first four rules in arithmetic, and the company shall engage no more than one boy for every ten men.

No employers shall discriminate against any members of the brotherhood who may from time to time represent his fellow members.

A copy of the agreement shall be posted in each department.

The company was not willing to grant these demands and several interviews were held between the management and representatives of the union. On May 17, the company made the following reply to the demands of the men:—

'To the Committee Representing Employees of the Robert Mitchell, Co., Ltd., City:

Dear Sirs,—Referring to our several interviews and note presented by you relating to the subject of wages:

We would say that the number of our employees in the three shops represented by you, viz., Lamp, Valve and Polishing, total sixty-nine.

There are in the Lamp room thirty-seven men, twenty-one of whom have been voluntarily advanced in pay during the past six months, and we now propose to increase the sum paid to seven more.

In the Valve room there are twenty men, fifteen of whom have had increases during the past half year and we now propose to raise eight more.

In the Polishing room the number is twelve, six of whom have had increases during the past six months and the intention is to advance six more.

In addition to these increases, as our men develop their productiveness, which is the strongest claim for wages of all workmen, further raises in pay will be in order.

Our company think that they have always dealt fairly and liberally with their employees, paying the highest rate of wages in the Dominon consistent with the prices that can be obtained for our goods in this young country, where our market is limited, working against great competition, and a continually increasing price of metals, and raw material.

No equivalent advance can be had to meet these conditions, it being unlawful for manufacturers to agree to higher prices and consequently each has to struggle for himself with the inevitable result of slaughter prices, in some cases goods being sold at cost to procure business.

We regret very much indeed that under existing circumstances, the company cannot see their way to meet your request in full and they hope that you will see that they have some claims; that you will view the justice of their position with favour, and use your influence with, and advise, the employees whom you represent not to be too insistent.'

On June 23 another communication was sent to the men's committee by the company, as follows:—

'In reply to your inquiry of to-day we would say that as promised in our last note to you, we have advanced the wages of our men whose earning power entitled them to such and after a further consideration of the situation again raised some of them, showing our appreciation of the circumstances and our desire to be reasonable.

To-day we have prepared a comparison of wages paid in 1903 and 1906, with the following result:—

In January, 1903—Thirty-two employees in lamp shop earned an average of $10.94 per week per man.

In June, 1906—Thirty-three employees in same shop earned an average of $12.48, or an increase of 15 per cent.

In January, 1903—Thirteen employees in polishing room earned an average of $9.58.

In June, 1906—Fourteen employees in polishing room earned an average of $10.97, an increase of 15 per cent.

In January, 1903—Twenty-four employees in the valve room earned an average of $9.81.

TABLE OF TRADE DISPUTES DURING THE MONTH OF JUNE.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH											
Mining—											
Coal Miners	Lethbridge, Alta.	Demand for increase in wages and other changes	1	.....	500	.....	.....	.....	Mar. 9	.....	No settlement reported at end of month.
Building Trades—											
Carpenters	Welland, Ont.	Demand for union shops	3	1	50	.....	12	.....	" 2	.....	No settlement reported but conditions ceased to be affected.
Bricklayers & m's'ns	Calgary, Alta.	Demand for an increase in wages	10	.....	56	.....	36	.....	May 18	June 12	Settled by friendly mediation of Department of Labour. Increase in wages granted.
Carpenters	Toronto, Ont.	Against employment of a non-unionist	1	.....	26	.....	.....	.....	" 21	.....	No settlement reported at end of month.
Granite cutters	Toronto, Ont.	Against discharge of an employee for refusing to sign an individual agreement, and for recognition of union	2	.....	20	.....	.....	.....	Jan. 26	.....	No settlement reported but conditions ceased to be affected.
Granite cutters	Beebe Plain, Que.	In sympathy with striking granite cutters of Toronto	1	.....	45	.....	37	.....	Mar. 12	.....	No settlement reported but conditions ceased to be affected.
Builders' labourers	Quebec, Que.	Demand for increase in wages from 15 to 20 cents per hour	24	27	210	.....	.....	.....	May 28	June 9	Wages increased to 18½c. per hour.
Metal Trades—											
Moulders, machinists and blacksmiths	Winnipeg Man.	Demand for higher wages from 30 to 35 cents per hour and other changes	3	.....	56	.....	.....	.....	" 17	" 14	Increase in wages granted by 2 firms, places of men filled by third
Core makers	Toronto, Ont.	Demand for increase in wages from $2.50 to $2.75 per day	1	.....	9	.....	.....	.....	" 1	" 25	Demand granted.
Woodworking Trades—											
Carriage workers	Toronto, Ont.	Demand for reduction in working hours from 55 to 50 per week	8	.....	80	.....	.....	.....	" 1	.....	No settlement reported at end of month.
Clothing Trades—											
Garment workers	Montreal, Que.	Against discharge of an employee and for weekly instead of fortnightly payment of wages	1	.....	150	50	.....	.....	" 28	.....	No settlement reported at end of month.
Hat and cap operat.	Montreal, Que.	Against employment of non-unionists	1	.....	20	.....	.....	.....	" 3	.....	No settlement reported at end of month.
Food and Tobacco preparation—											
Bakers	Montreal, Que.	Demand for increase in wages from $11 to $15 per week	.....	.....	50	.....	.....	.....	" 28	.....	No settlement reported at end of month.
Bakers	Hamilton, Ont.	Demand for recognition of union and increase in wages	1	.....	8	.....	.....	.....	" 5	.....	No settlement reported at end of month.

Leather Trades—												
Leather workers	Calgary, Alta	Demand for increase in piece work prices	2		27				"	7	June 12	Settled by friendly mediation of Department of Labour. Firms promised consideration of claims and adjustment.
Transport—												
Teamsters	Montreal, Que	Demand for increase in wages from $1.60 to $1.75 per day	1	1	250				"	29	" 5	Co. agreed to pay for overtime from 6 p.m. instead of from 6.30 p.m., equivalent to an increase of 10 cents per day.

DISPUTES WHICH BEGAN DURING THE MONTH

Lumbering and sawmilling—												
Deal pilers	St. John, N.B.	Demand for increase in wages from $2 to $2.30 per day	6		75		225		June	9	" 28	Work resumed at old rate.
Building Trades—												
Carpenters	Port Arthur, Ont.	Demand for increase in wages from 30 to 35 cents per hour	12		150				"	19	" 22	Increase granted, agreem'nt signed for one year.
Metal Trades—												
Iron moulders	Toronto, Ont.	Demand for weekly instead of fortnightly payment of wages	1		60				"	13	" 19	Men's demand granted.
Brass workers	Montreal, Que	Demand for increase in wages	1		80				"	25		No settlement reported at end of month.
Electrical workers	Toronto, Ont.	Demand for increase in wages from 27½ to 35 cents an hour	45		250				"	13	June 21	Agreement signed for two years, wages increased to 32½c. an hour.
Woodworking Trades												
Canoe makers	Fredericton, N.B.	Demand for a day of 9 hours instead of 10	1		13				"	4		No settlement reported, men asked to be taken back at old rate but firm did not resume business.
Clothing Trades—												
Cap workers	Toronto, Ont.	Against discharge of an employee and for recognition of union	1		33				"	26		No settlement reported at end of month.
Textile Trades—												
Cotton millhands	Magog, Que	Against company's offer of increased wages on condition of abandonment of union	1		125		75		"	28		No settlement reported but many employees returned to work on Company's terms.
Food and Tobacco Preparation—												
Cigarmakers	Berlin, Ont	Demand for increase of 50 cents per 1,000 cigars	2		10				"	2		No settlement reported but 4 firms granted increase without strike.
Miscellaneous Trades												
Brickmakers	Lethbridge, Alta.	Objection to coal used	1						"	2		Strikers' places filled Company reported loss of a week through inexperience of new employees.
Paviors	Vancouver, B.C.	Demand for increase in wages from 25 to 30 cents an hour	1		18				"	27	June 30	Company's offer of 27½ cents an hour accepted.
Unskilled Labour—												
Railway labourers	Kingston, Ont.	Demand for increase in wages from $1.40 to $1.65 per day	1		150				"	28	" 30	Half the strikers resumed work at old rates, others were discharged
Factory labourers	Brantford, Ont.	Demand for an increase in wages from 15 to 15½ cents per hour			45		50		"	7	" 18	Places of strikers were filled.
Day labourers	Strathcona, Alta.	Demand for increase in wages from $1.75 for 10 hour day, to $2.00 for a 9 hour day	1		140				"	5	" 7	A 9 hour day granted, no increase in wages.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where, after the declaration of a strike, some of the original strikers have returned to work or have had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention, moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

In June, 1906—Seventeen employees in the valve room earned an average of $12.36, an increase of 26 per cent.

This showing indicates, in an unmistakable manner that we have advanced our employees' wages in keeping with the advanced cost of living, notwithstanding the fact that prices which we got for our goods have not advanced in the same ratio; as the price of raw material makes it impossible for us to get the same returns on our business, which means a loss of earning power, which cannot be overtaken.

Under the circumstances it is quite impossible for us to do anything further in the way of higher remuneration of our employees, much as we would like to meet their views of the case.'

This reply not being satisfactory, a strike took place two days later.

The Brass Workers' Union claimed that the schedule of wages which was presented to the R. Mitchell Company contained in their letter of April 27 above quoted, was also presented to the principal brass working firms in Montreal about the 1st of May, with the result that most of the firms made friendly settlements with the men. The R. Mitchell Company offered to grant an increase to all men who had not received one this spring with the exception of nine. The Brass Workers' Union accepted this offer, but claimed that on the following pay-day the company violated their agreement by making twenty-one exceptions. On the company's attention being called to the matter, it was alleged that they failed to correct the mistake and, as a result, the International Association of Brass Workers authorized the men to declare a strike.

There were between seventy-four and eighty-five men directly affected by this dispute. Of these from six to sixteen were under twenty-one years of age, the former number of apprentices being given by the men and the latter by the company.

Strike of Labourers at Brantford, Ont.

On June 7, about twenty-five Armenian *labourers* employed by the Pratt & Letchworth Malleable Iron Company at Brantford, Ont., declared a strike, owing to the refusal of the company to grant an increase in wages from 15 to 15½ cents per hour. A few days later the number of strikers was increased to forty-five, and about fifty men were indirectly affected by the dispute. The strike lasted about eleven days when the company secured more men to replace the strikers, and normal conditions were resumed about June 18.

On June 13, a strike of about sixty *iron moulders* employed by Messrs. Reid & Brown took place at Toronto, Ont. The dispute arose from the refusal of the employers to grant a demand for the payment of wages weekly instead of fortnightly. After five days' idleness work was resumed on the firm promising to make the desired change if the men were still in their employ five weeks from June 20.

On June 26, a strike of *cap workers* employed by the Standard Cap Company took place at Toronto, Ont., in which about thirty-three employees were affected. According to a return received from the Cloth Hat and Cap Workers' Union, the cause of the dispute was the discharge by the firm of a member of their organization and the refusal of the firm to recognize the union.

On June 4, a strike of fourteen *canoe makers* took place at Fredericton, N.B., on account of the refusal of a firm to grant a demand for a nine-hour working day instead of one of ten. No settlement of the dispute took place during the month, but it was reported by the company that the strikers subsequently asked to be taken back under the conditions prevailing before the strike.

On June 2, *brickmakers* employed by the Lethbridge Brick and Terra Cotta Company took place at Lethbridge, Alta. The cause of the dispute was the objection of the men to the coal which was being used by the company. According to a report received from the company, the old employees were paid off and new men were engaged. The company stated that they practically lost a week's work through the inexperience of the new men they had employed. No particulars were received with regard to the number of employees affected by this dispute.

On June 2 a strike of *cigarmakers* took place at Berlin, Ont., owing to the refusal of two firms to grant an increase in wages amounting to 50 cents per 1,000 cigars. According to a return received from the

Cigarmakers' Union, four firms employing twenty-one men granted the increase, while ten men employed by the other two firms stopped work. In the course of the month, two of the strikers sought employment elsewhere. The apprentices and strippers were not affected by the dispute.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of June and which have been reported to the department.

IMMIGRATION AND COLONIZATION.

THE influx of immigrants into Canada continued on a very heavy scale during June. It will be seen from the returns given below that up to the opening of the month the total number of immigrants arriving in Canada, since the beginning of the fiscal year, exceeded that of the prevous year by over 26,000. Reports as to the quality of the immigrants were on the whole satisfactory. The majority were distributed in Ontario and the prairie provinces.

Recent Immigration Returns.

The following official statements with regard to recent immigrant arrivals in Canada are published by courtesy of the Department of the Interior, Canada.

Immigration through ocean ports during May, 1906, declared for Canada, was as follows:—

IMMIGRATION BY OCEAN PORTS DURING MAY, 1906

	Male.	Female.	Children under 12.	Total
Immigrants	17,083	5,509	5,309	27,901
Returned Canadians	1,217	212	122	1,551
Tourists	487	135	34	656
Totals	18,787	5,856	5,465	30,108

A summary of immigration proper through ocean ports, declared for Canada, for the first eleven months of the present fiscal year is as follows:—

IMMIGRATION BY OCEAN PORTS FROM JULY 1905, TO MAY, 1906.

	Male.	Female.	Children under 12.	Total.
July	4,440	2,141	2,268	8,849
August	3,582	1,705	1,810	7,097
September	3,554	2,211	1,942	7,707
October	2,411	1,568	1,367	5,346
November	1,692	1,061	793	3,546
December	1,495	665	552	2,712
January	1,206	459	436	2,101
February	2,033	644	500	3,179
March	9,839	2,164	2,238	14,241
April	13,624	3,043	2,905	19,572
May	17,083	5,509	5,309	27,901
Totals	60,961	21,170	20,120	102,251

During the corresponding months of the fiscal year 1904-05, a total of 89,766 arrivals was reported, making an increase for the present fiscal year of 12,485.

A statement in more detail with regard to immigration through the ocean ports of Halifax, N.S., St. John, N.B., Quebec, Que., Montreal, Que., Vancouver, B.C., a Victoria, B.C., during May, 1905, as co pared with May, 1906, is as follows:—

IMMIGRATION BY OCEAN PORTS DURING MAY, 1905-06.

	British.		Continental.		Total.	
	1905	1906	1905	1906	1905	1906
Halifax	811	1,942	968	349	1,779	2,291
St. John	1	1	5	4	6	5
Quebec	13,111	15,412	6,292	7,254	19,403	22,666
Montreal	5	725	1,233	1,345	1,238	2,070
Vancouver	.....	7	.....	608	.....	615
Victoria	.....	3	.....	251	.....	254
Total	13,928	18,090	8,498	9,811	22,426	27,901

Immigration from the United States during the first eleven months of the fiscal year was as follows:—

IMMIGRATION FROM THE UNITED STATES FROM JULY 1905, TO MAY, 1906.

Through Montreal	979
Through Winnipeg and outports	43,168
Customs entries	6,695
Total	50,842
Corresponding months of fiscal year 1904-05	37,176
Increase in fiscal year 1905-06	13,666

The total immigration to Canada fro July, 1905, to May, 1906, compa the corresponding period of the fi 1904-05 was as follows:—

TOTAL IMMIGRATION TO CANADA.

From July, 1905, to May, 1906:		
Through ocean ports	102,251	
From the United States	50,842	
Total		153,0
From July, 1904, to May, 1905:		
Through ocean ports	89,766	
From the United States	37,176	
Total		126,94
Increase for 1905-06		26,151

Homestead Entries during April, 190

The following statement, published courtesy of the Department of the Int ior, Canada, shows the number of hon stead entries made in April, 1906, as co pared with April, 1905:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF APRIL, 1906, AS COMPARED WITH APRIL, 1905.

Agency.	1906.	1905.	Increase.	Decrease.
Alameda	314	143	171	.....
Battleford	1,616	549	1,067	.....
Brandon	10	18	.....	8
Calgary	187	243	.....	56
Dauphin	91	59	32	.....
Edmonton	775	318	457	.....
Kamloops	9	13	.....	4
Lethbridge	226	211	15	.....
Minnedosa	25	12	13	.....
New Westminster	2	3	.....	1
Prince Albert	207	230	.....	23
Regina	1,518	1,109	409	.....
Red Deer	675	320	355	.....
Winnipeg	96	43	53	.....
Yorkton	438	510	.....	72
Total	6,189	3,781	2,572	164

It will be seen that there has been a net increase in the number of homestead entries made in April, 1906, as compared with April, 1905, of 2,408.

Homestead Entries during May, 1906

The following statement shows the number of homestead entries made in May, 1906, as compared with May, 1905:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING MAY, 1906, AS COMPARED WITH MAY, 1905.

Agency.	1906.	1905.	Increase.	Decrease.
Alameda	218	161	57	.....
Battleford	933	566	367	.....
Brandon	6	12	.....	6
[illegible]	203	198	5	.....
[illegible]	74	33	41	.....
[illegible]	531	329	202	.....
[illegible]	5	8	.....	3
[illegible]ge	133	216	.....	83
[illegible]sa	44	19	25	.....
[illegible]stminster	2	.....	2	.....
[illegible] Albert	216	229	.....	13
[illegible]	1,360	1,080	280	.....
[illegible]er	396	353	43	.....
[illegible]peg	86	54	32	.....
[illegible]kton	376	658	.....	282
Total	4,583	3,916	1,054	387

It will be seen that there has been a net increase in the number of homestead entries made in May, 1906, as compared with May, 1905, of 667. A statement of the homestead entries made during the first eleven months of the present, as compared with the corresponding period of the last fiscal year, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES DURING JULY, 1905–MAY, 1906, COMPARED WITH JULY, 1904–MAY, 1905.

Month.	1905.	1904.	Increase.
July	3,751	3,011	740
August	3,040	2,360	680
September	2,406	2,015	391
October	2,771	2,015	756
November	3,468	2,642	826
December	2,335	1,902	433
	1906.	1905.	
January	1,903	1,407	496
February	2,036	1,169	867
March	4,018	2,426	1,592
April	6,189	3,781	2,408
May	4,583	3,916	667
Total	36,500	26,644	9,856

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, during April, 1906, were as follows:—

STATEMENT SHOWING NATIONALITIES OF HOMESTEADERS DURING APRIL.

Nationalities.	No. of Entries.
Canadians from Ontario	1,255
" Quebec	124
" Nova Scotia	64
" New Brunswick	17
" Prince Edward Island	17
" Manitoba	195
" Saskatchewan 34, Alberta, 78	112
" British Columbia 16, Yukon 1	17
Persons who had previous entry	223
Canadians returned from the United States	76
Americans	1,922
Newfoundlanders	.....
English	1,029
Scotch	300
Irish	99
French	31
Belgians	18
Swiss	13
Italians	7
Roumanians	16
Greeks	.....
Syrians	3
Germans	182
Austro-Hungarians	227
Hollanders	6
Danes (other than Icelanders)	9
Icelanders	25
Swedes 73, Norwegians 68	141
Russians (other than Mennonites and Doukhobors)	50
Mennonites	2
Doukhobors	4
Chinese	.....
South African	1
New Zealanders	3
Australians	1
Total	6,189

Representing 14,715 souls.

Of a total of 1,998 entries made in April by persons coming from the United States to Canada, 508 were from Dakota, 507 from Minnesota, 130 from Iowa, 125 from Michigan, 103 from the State of Washington, 96 from Wisconsin, 90 from Illinois, 46 from Montana, 39 from Kansas, 39 from Pennsylvania, 40 from Indiana and 32 from Massachusetts.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, during May, 1906, were as follows:—

STATEMENT SHOWING NATIONALITIES OF HOMESTEADERS DURING MAY.

NATIONALITIES.	No. of Entries.
Canadians from Ontario	831
" Quebec	91
" Nova Scotia	36
" New Brunswick	29
" Prince Edward Island	27
" Manitoba	143
" Saskatchewan	84
" Alberta	39
" British Columbia	16
Persons who had previous entry	261
Newfoundlanders	1
Canadians returned from the United States	90
Americans	1,461
English	704
Scotch	174
Irish	44
French	49
Belgians	19
Swiss	2
Italians	
Roumanians	9
Syrians	2
Germans	93
Austro-Hungarians	174
Hollanders	7
Danes (other than Icelanders)	11
Icelanders	17
Swedes	52
Norwegians	41
Russians (other than Mennonites and Doukhobors)	66
Mennonites	5
Doukhobors	1
Chinese	
Japanese	
Persians	
Australians	4
New Zealanders	4
Peruvians	1
Total	4,583
Representing 11,213 souls..	

Of a total of 1,551 entries made in May by persons coming from the United States to Canada, 417 were from Minnesota, 298 from North Dakota, 116 from Iowa, 96 from the State of Washington, 81 from Wisconsin, 79 from Michigan, 58 from South Dakota, 47 from Idaho, 39 from Ohio, 37 from Kansas, 30 from Indiana, 29 from Nebraska, 25 from Oklahoma, and 21 each from Massachusetts and Montana.

Lands Patented during April, 1906.

An abstract of letters patent, covering Dominion lands, situate in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued from the Department of the Interior during the month of April, 1906, is as follows:—

LAND PATENTS DURING APRIL, 1906.

Nature of Grant.	No. of Patents	No. of Acres
British Columbia Homesteads	3	445.03
British Columbia Sales	4	180.42
Coal Lands Sales	1	20.00
Hudson's Bay Co		
Homesteads	853	135,699.07
Military Homesteads	1	320.00
Mining Lands Sales	1	400.00
Northwest Half-breed Grants	29	5,225.00
Parish Sales	4	293.47
Quit Claim Special Grants		
Railways:		
Canadian Northern Ry		
Can. Pac. Ry. Grants	157	173,807.75
Can. Pac. Ry. Grants (Souris Branch)		
Can. Pac. Ry. Roadbed and Station Grounds		
Man. and Northwestern Ry	1	5.72
Man. Southwestern Col. Ry	25	40,449.64
Qu'Appelle, Long Lake and Sask. Rd. and Steamboat Co.	112	142,583.07
Sales	40	4,082.39
School Land Sales	11	1,086.88
Special Grants	4	40.00
Yukon Territory Sales		
Yukon Territory Specials		
Totals	1,246	504,638.44

In April, 1905, the number of patents issued was 806, covering an area of 454,097.46 acres, showing an increase for April, 1906, of 440 in the number of patents and of 50,540.98 in the area patented.

Lands Patented during May, 1906.

An abstract of letters patent, covering Dominion lands, situate in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued from the Department of the Interior during the month of May, 1906, is as follows:—

LANDS PATENTED DURING MAY.

Nature of Grant.	No. of Patents	No. of Acres
British Columbia Homesteads	9	1,253.18
British Columbia Sales		
Homesteads	1,183	187,849.07
Manitoba Act Grants		
Military Homesteads		
Mineral Rights	4	581.00
Northwest Half-breed Grants	45	6,917.00
Parish Sales		
Railways:		
Calgary and Edmonton Ry. Co.		
Calgary and Edmonton Ry. (Under Rights, 133,748.36 acres)	181	
Canadian Northern Ry. Co	6	1,781.64
Can. Pac. Ry. Grants	83	110,663.77
Man. and Northwestern Ry		
Man. Southwestern Col. Ry	38	47,416.26
Qu'Appelle, Long Lake and Sask. Rd. and Steamboat Co	8	5,108.89
Sales	28	4,342.75
School Lands Sales	20	3,647.84
Special Grants	6	272.83
Yukon Territory Sales	1	
Totals	1,612	369,834.23

In May, 1905, the number of patents issued was 1,584, covering an area of 591,469.91 acres, showing an increase for May, 1906, of 28 patents, but a decrease of 221,635.68 in the number of acres patented.

Land Sales of Canadian Pacific Railway Company.

The following are statements of land sales by the Canadian Pacific Railway Company in Western Canada during February, March, April and May, 1906, as compared with February, March, April and May, 1905:—

TABLE SHOWING LAND SALES OF CANADIAN PACIFIC RAILWAY COMPANY DURING FEBRUARY, 1905-06.

Locality.	Acres.		Prices obtained.		Average Price.		Increase or Decrease.	
	1906.	1905.	1906.	1905.	1906.	1905.	Acres.	Price.
			$	$	$	$		$
Manitoba	3,058.34	1,489.91	16,763.04	7,304.67	5.48	4.91	Inc. 1,568.43	Inc. 9,458.37
Assiniboia		9,977.52		45,304.89		4.54	Dec. 9,977.52	Dec. 45,304.89
Saskatchewan	20,530.17	1,600.00	153,780.88	7,840.00	7.49	4.90	Inc. 18,930.17	Inc. 145,940.88
Alberta	48,909.69	15,556.13	228,103.64	59,829.20	4.66	3.85	Inc. 33,353.56	Inc. 168,274.44
Total	72,498.20	28,623.56	398,647.56	120,278.76	5.50	4.20	Inc. 43,874.64	Inc. 278,368.80

TABLE SHOWING LAND SALES OF CANADIAN PACIFIC RAILWAY COMPANY DURING MARCH, 1905-06.

Manitoba	802.38	1,391.33	5,189.52	7,276.65	6.47	5.23	Dec. 588.95	Dec. 2,087.13
Assiniboia		10,034.60		57,506.97		5.73	Dec. 10,034.60	Dec. 57,506.97
Saskatchewan	32,095.08	1,776.78	220,776.70	8,812.29	6.88	4.96	Inc. 30,318.30	Inc. 211,964.41
Alberta	18,177.89	4,463.90	125,570.47	19,340.09	6.91	4.33	Inc. 13,713.99	Inc. 106,230.48
Total	51,075.35	17,666.61	351,536.69	92,936.00	6.88	5.26	Inc. 33,408.74	Inc. 258,600.69

TABLE SHOWING LAND SALES OF CANADIAN PACIFIC RAILWAY COMPANY DURING APRIL, 1905-06.

Manitoba	2,327.64	2,854.05	13,090.50	18,931.30	5.62	6.63	Dec. 556.41	Dec. 5,840.80
Assiniboia		9,383.51		54,144.02		5.77	Dec. 9,383.51	Dec. 54,144.02
Saskatchewan	28,668.22	2,369.06	200,818.53	14,534.36	7.00	6.14	Inc. 26,299.16	Inc. 186,284.17
Alberta	59,235.98	7,583.75	320,115.66	38,080.40	5.40	5.02	Inc. 51,652.23	Inc. 282,035.26
Total	90,231.84	22,190.37	534,024.69	125,690.08	5.92	5.66	Inc. 68,041.47	Inc. 408,334.61

TABLE SHOWING SALES OF CANADIAN PACIFIC RAILWAY COMPANY LANDS DURING MAY, 1905-06.

Manitoba	4,158.00	2,147.54	25,108.00	11,705.00	6.04	5.45	Inc. 2,010.46	Inc. 13,403.00
Assiniboia		9,301.10		53,566.60		5.75	Dec. 9,301.10	Dec. 53,566.60
Saskatchewan	33,531.63	26,258.50	250,041.27	134,305.84	7.46	5.11	Inc. 7,273.13	Inc. 115,735.43
Alberta	34,770.39	22,148.07	275,516.13	89,218.93	7.92	4.03	Inc. 12,622.32	Inc. 186,297.20
Total	72,460.02	59,855.21	550,665.40	288,796.37	7.60	4.85	Inc. 12,604.81	Inc. 261,869.03

VANCOUVER SALES DURING FEBRUARY, MARCH, APRIL AND MAY 1906-05.

Month.	Amount of Sales.		Increase or Decrease.
	1906.	1905.	
	$	$	$
February	38,387.00	83,965.00	Dec. 45,578.00.
March	134,475.00	96,960,00	Inc. 37,515.00.
April	79,850.00	40,290.00	Inc. 39,560.00.
May	54,800.00	29,340.00	Inc. 25,460.00.

Notes.

Home-seekers' excursions were conducted by the Canadian Pacific Railway Company from Ontario to Manitoba, Saskatchewan and Alberta.

The following is a comparative statement relating to the distribution of immigrants under the auspices of the Ontario Government, at the Union Station, Toronto, during the first five months of 1905 and 1906:—

	1905.	1906.
January	486	541
February	730	963
March	2,568	4,392
April	5,211	7,460
May	5,711	9,000
Total	14,706	22,356

With the arrival during June of a party of 1,400 immigrants, under the auspices of the Salvation Army, the final contingent of the 10,000 immigrants which the Army undertook in February last to transfer in a specially chartered steamship to Canada, was completed. Progress in connection with the settlement of a colony at Tisdale, Sask., by the Army was reported satisfactory. The land of this colony is owned by the Independent Order of Foresters which entered into an agreement with the Army to bring out suitable settlers, the Army to receive a commission of 10 per cent. on all sales of lands to the same.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF JUNE.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in the loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 342 workpeople in Canada during the month of June, 1906, were reported to the Department of Labour. Of these 108 were fatal and 234 resulted in serious injuries. In addition, accidents to 50 workmen, of which 9 were fatal, were reported, which took place prior to the beginning of the month, information with regard to which was not received before June. The number of fatal accidents reported in June, 1906, was 6 less than in the preceding month, and 50 in excess of June, 1905. The non-fatal accidents numbered 12 less than in April, 1906, and 70 more than in June, 1905.

Out of the 233 returns received during the month, giving the ages of the victims of industrial accidents, 11 were reported to have been under twenty-one years of age, 51 between twenty-one and forty-five and 4 over forty-five; 157 were over twenty-one years of age, but their ages were not specified.

The following is a record of the month by industries and groups of trades:—

Trade or Industry.	Killed.	Injured.	Total
Agriculture	25	40	65
Fishing and hunting	3	1	4
Lumbering	15	14	29
Mining	14	12	26
Building trades	4	26	30
Metal trades	10	38	48
Woodworking	1	16	17
Printing and allied trades			
Textile trades		1	1
Food and tobacco preparation		4	4
Leather trades	1		1
Railway service	13	20	33
Navigation	11	7	18
General transport	3	8	11
Civic employees	1	9	10
Miscellaneous	6	24	30
Unskilled labour	1	14	15
Total	108	234	342

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF JUNE, 1906.

Trade or Industry	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Agriculture—						
Farmer	Westminster Tp., Ont.	June 2		1	Legs lacerated	Fell on revolving hay rake.
"	Ellice Tp., Ont.	" 5		1	Forehead lacerated	Thrown from vehicle.
"	Belleville, Ont.	" 5	1			Fell from a vehicle, breaking his neck.
"	Springfield, Ont.	" 8	2			Collapse of barn in storm.
"	" "	" "		20	More or less hurt	" "
"	Little Britain, Ont.	" 8	1			Struck by lightning.
"	Brockville, Ont.	" 11		1	Partially paralyzed	" "
"	Belleville, Ont.	" 14	1			In a runaway.
"	Selby, Ont.	" 15		1	Leg broken	Caught in hay press.
"	Lambeth, Ont.	" 15		1	Internal injuries	Fell on back of vehicle.
"	Downie, Ont.	" 15		1	Internal injuries	Thrown from fly wheel of traction engine.
"	Moose Creek, Ont.	" 15	1			Run over by train at crossing.
"	Belleville, Ont.	" 1	1			Struck by train at crossing.
"	Emily Tp., Ont.	" 19		1	Arm broken	Fell from beam in barn.
"	Humphreys, N. B.	" 19	1			Struck by train.
"	Dunham, Que.	" 4		1	Face injured	Kicked by a colt.
"	Richmond, Que.	" 7		1	Internal injuries	Kicked by a horse.
"	Byron, Ont.	" 18		1	Teeth knocked out	Struck by lightning.
"	Gould, Que.	" 11	1			Gored by bull.
"	Grondines, Que.	" 21	1			Nail pierced foot, died of lockjaw.
"	Centralia, Ont.	" 22	1			Fell from barn 30 feet.
"	Caradoc, Ont.	" 21	1			Barn-bent fell on him.
"	Humphrey's Mills, N. B.	" 19	1			Run over by train.
"	Crowland Tp., Ont.	" 5		1	Cuts and bruises	Gored by a cow.
"	" "	" 18		1	Arm broken	Kicked by a horse.
"	Warsaw, Ont.	" 5		1	Internal injuries	In a runaway.
"	Asphodel, Ont.	" 9		1	Leg broken	Fell out of wagon.
"	Douro, Ont.	" 14		1	Loss of toe	Glancing of axe.
"	Peterborough, Ont.	" 16		1	Chest injured	Horses ran away.
"	Cobourg, Ont.	" 21	1			Kicked by a horse.
"	Nicolet, Que.	" 27		1	Two ribs broken	Thrown from vehicle in runaway.
"	Nanaimo, B. C.	" 14		1	Leg broken	While working stumping machine.
"	South Durham, Que.	" 19	1			Struck by an engine.
"	Massawippi, Que.	" 21		1	Head cut	Fell from wagon on rail of bridge.
"	Drayton, Ont.	" 2		1	Foot gashed	While splitting wood.
"	Lachenaie, Que.	" 28	1			Struck by an engine.
Farmer's son	Walingham Tp., Ont.	" 8	1			Struck by lightning.
"	Hay Tp., Ont.	" 9	1			" "
"	Brownsville, Ont.	" 8	1			Collapse of barn in storm.
"	Grand Valley, Ont.	" 14	1			Load of stone passed over him.
Farmer's daughter	Inwood, Ont.	" 8	1			Struck by lightning.
" "	Port Robinson, Ont.	" 8	1			" "
Farmer's wife	Yorkton, Sask.	" 16	1			Lost on prairie, died of exposure.
"	Chichester, Que.	" 30	1			Struck by lightning.

Fruit grower	Port Dalhousie, Ont	June	30	1			Struck by lightning.
Fishing and hunting—							
Fisherman	Digby, N. S.	"	12	1			Drowned, boat swamped.
"	Fenelon Falls, Ont	"	1		1	Head injured	Fell while fishing.
"	Fraser River, B. C	"	26	1			Drowned, fell out of boat,
Hunter and trapper	Emily Creek, Ont	"	27	1			Drowned, boat capsized.
Lumbering							
Mill hand	New Westminster, B. C	"	5		1	Loss of 4 toes	Contact with circular saw.
"	Hastings, N.B	"	8	1			Skull fractured by wood projected from saw.
"	St. John, N. B	"	9		1	Loss tips of 4 fingers	Caught in machinery.
"	Campbellton, N.B	"	14	1			Caught in belting.
"	Mitchell, Ont	"	16		1	Loss of part of hand	Caught in machinery.
"	Three Rivers, Que	"	20	1			Cut in two by saw.
"	Port Arthur, Ont	"	19		1	Loss of arm	Contact with a saw.
"	Eastis, Que	"	1	1			Caught in shafting,
"	Boynton, Que	"	7		1	Body bruised	" "
"	New Westminster, B. C	"	1	1			Struck by piece of belting.
"	Magog, Que	"	15		1	Leg injured	Struck by bark peeler.
"	Campbellton, N. B	"	14		1	Lost 2 fingers	Caught in edger.
"	Sackville, N. B	"	19		1	Loss of 2 fingers	Caught in lath machine.
"	Campbellton, N. B	"	20		1	Loss of thumb and 2 fingers	Cut off by edger.
"	Chatham, N.B	"	19		1	Ribs broken	Knocked down by mill car,
"	Baltimore, N. B	"	20		1	Arm nearly severed	Contact with saw,
"	Sunny Brae, N. S	"	28	1			Explosion of boiler,
"	Rockwood, Ont	"	30		1	Thumb lacerated	Caught in jointer.
"	St John, N. B	"	25		1	Leg broken	By deal flying from edger
"	Wainfleet Tp., Ont	"	20		1	Leg broken, etc	Whirled around shaft.
Mill owner	Sunny Brae, N. S.	"	28	1			Explosion of boiler,
River driver	St. Maurice River, Que	"	15	1			Drowned while breaking jam of logs,
"	Bridgewater, Ont	"	16	2			" "
"	Brompton Falls, Que	"	19	2			" "
"	Riviere Rouge, Ont	"	25	1			" "
"	Lake Temiscamingue, Que	"	20	2			Drowned, canoe upset.
Chopper	Stratford, Ont	"	7		1	Foot cut	By glancing of axe,
Logger	Kearney, Ont	"	20		1	Leg broken	Log rolled on it,
Mining—							
Miner	Sault Ste. Marie, Ont	"	10	1			Drowned in mine.
"	Coal Creek, B. C	"	8	1			By fall of rock,
"	Strathcona, Alta	"	11	1			By fall of coal.
"	Glace Bay, N. S	"	6	1			" "
"	Sydney, N. S	"	12	1			Run over by train of coal cars.
"	Moyie, B.C	"	13	1			Explosion of dynamite.
"	Silverton, B. C	"	13	1			Fell down shaft.
"	Glace Bay, N. S	"	18	1			Run over by electric car.
"	Donkin, N. S	"	18	1			Crushed bet. coal box and pillar of mine,
"	Springhill, N. S	"	20	1			By fall of coal,
"	"	"	20		1	Internal injuries	" "
"	Sydney Mines, N. S	"	22		1	Face and head injured	Premature explosion of blast.
"	Sandon, B. C	"	20	1			By fall of stone and earth.
"	Cumberland, B. C	"	18		1	Eye cut and head injured	By fall of coal,
"	Nanaimo, B. C	"	22		1	Head cut and bruised	By fall of rock.
"	Phoenix, B. C	"	25	1			Fell down shaft 150 ft.
"	Moyie, B. C	"	1		1	Leg broken	Fall of coal.
"	Coal Creek, B. C	"	5		1	Loss of arm	Fell in gear of motor.
"	Tyee Mine, B. C	"	19		1	Legs broken	Fall of rock from side of drift.
Mine manager	Cumberland, B. C	"	8		1	Ribs fractured	Fall of roof rock.
Wash plant employee	Cobalt, Ont	"	21		1	Loss of an eye	Explosion of dynamite,
Mucker	Glace Bay N. S	"	1		1	Legs and arm broken	Caught in shafting.
	Central Star, B. C	"	11	1			Contact with live wire.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF JUNE, 1906.

Trade or industry.	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Quarryman	Niagara Falls, Ont.	June 2	1			Steam drill fell on him.
"	Shisler's Point, Ont.	" 1		1	Legs injured	By falling rock.
"	Hillsboro, N. B.	" 15		1	Arm shattered	Explosion of dynamite
					Leg broken	Fell 30 feet from scaffold.
Building trades						
Carpenter	Toronto, Ont.	" 7		1	Leg broken	Fell 30 feet from scaffold.
"	"	" 11	1			Fell 30 feet off roof.
"	St. John, N. B.	" 14		1	Probably fatal injuries	Fell 30 feet from staging.
"	"	" 15		1	Internal injuries	" " "
"	St. Pasôme, Que.	" 23		1	Probably fatal injuries	Fell 40 feet from roof.
"	"			1	Leg and arm broken	" " "
"	Woodstock, Ont.	" 23		2	Internal injuries	Fell 18 feet from scaffold.
"	Niagara Falls, Ont.	" 21		1	Two fingers lacerated	Caught in hoist.
"	"	" 22		1	Bone in foot broken	Plank fell on it.
"	London, Ont.	" 19		1	Body bruised	Brick wall fell on him.
"	St. Catharines, Ont.	" 21		1	Internal injury	Fell from building.
"	Ottawa, Ont.	" 27		1	Skull fractured	Fell from scaffold.
"	Sutton, Que.	" 22		1	Internal injuries	Fell from scaffold.
"	St. John, N. B.	" 24	1			Fell from staging 30 feet ; died june 17.
" (bridge)	New Westminster, B. C.	" 25	1			Drowned, fell off bridge.
Builders' labourer	St. Roch, Que.	" 15		1	Lost 2 fingers	Caught between 2 stones.
" "	Joliette, Que.	" 19		1	Leg broken	Struck by handle of windlass.
Plasterers' helper	Toronto, Ont.	" 11		1	Arm broken, &c	Fell off stepladder 10 ft.
Painter	Quebec, Qué.	" 5		1	Hands burned	Contact with live wire.
"	Montreal, Qué.	" 15		1	Internal injuries	Fell 60 feet.
"	Quebec, Qué.	" 15		1	Internal injuries	Ladder broke.
"	Low Point, N. S.	" 16		2	Dangerously injured	Fell from staging 30 feet.
"	London, Ont.	" 5		1	Internal injuries	Part of wall fell on him.
Mason	Montréal, Qué.	" 20	1			Fell from 5th storey.
Bricklayer	London, Ont.	" 22		1	Internal injuries	Fell off building.
Building contractor	"	" 23		1	Head gashed	Fell from ladder.
Plumber	St. Catharines, Ont.	" 8		1	Internal injuries	Fell from ladder.
"	Toronto, Ont.	" 20		1	Leg broken	Fell from scaffold.
Metal trades—						
Machinist	London, Ont.	" 7		1	Neck hurt	Contact with machinery.
"	Toronto, Ont.	" 19	1			Fell 15 feet in factory.
"	Walkerville, Ont.	" 19		1	Skull fractured	Struck by belt shifter.
"	Brantford, Ont.	" 26		1	Hand cut and bruised	Caught in machinery.
"	Peterboro, Ont.	" 15		1	Foot bruised	Caught in cog wheel.
"	London, Ont.	" 4		1	Artery in hand severed	Slipping of piece of steel in lathe.
"	Hamilton, Ont.	" 11		1	Leg and back injured	Fell down elevator shaft.
"	Kingston, Ont.			1	Flesh torn	Caught in steam drill.
"	Brantford, Ont.	" 28		1	Hand pierced	By punch drive.
Rolling mill employee	Montréal, Qué.	" 1	1			By escaping steam, valve burst.
Moulder	Aylmer, Qué.	" 20		1	Head cut	Fell against moulding machine.
"	Moncton, N. B.	" 2		1	Left arm burned	By molten metal.
"	Hamilton, Ont.	" 4		1	Foot burned	" "
"	Brantford, Ont.	" 27		1	Foot burned	" "

Agr implement worker	Omemee, Ont.	June	2		1	Scalp injured	Thrown out of vehicle,
" "	Toronto, Ont.	"	11		1	Head cut	Fell from car going to wo
" "	Brockville, Que.	"	15		1	Both arms broken	Elevator fell 25 feet,
" "	Galt, Ont.	"	18		1	Arm broken, etc	Caught in pulley.
" "	"	"	18		1	Leg broken, etc	By bursting of grindstone,
" "	Hamilton, Ont.	"	1		1	Arm punctured	By flying splinter of steel,
" "	"	"	4		1	Arm cut	By a set screw,
" "	Sarnia, Ont.	"	10		1	Foot and ankle burned	By molten iron.
" "	Brantford, Ont.	"	27		1	Leg broken	By fall of elevator.
Lineman	Springville, Ont.	"	30		1	Internal injuries	Fell from a tree.
Electrical worker	Québec, Qué.	"	2	1			Electrocuted.
" "	Montreal, Qué.	"	6		1	Two fingers burned off	Contact with live wire.
" "	St. Catharines, Ont.	"	6	1			Fell from telephone pole.
" "	"	"	6		1	Internal injuries	" "
" "	Brantford, Ont.	"	16		1	" "	" "
" "	Hamilton, Ont.	"	23	1			" telegraph pole.
" "	Beamsville, Ont.	"	27	1			Electrocuted.
Meter reader	Toronto, Ont.	"	19		1	Face and hands burned	By ignition of gas,
Structural iron worker	Quebec, Que.	"	14	1			Fell from bridge 150 feet.
" "	Glacier, B. C.	"	22	2			Span of bridge fell.
" "	"	"	22		2	Internal injuries	" "
Sheet metal worker	Welland, Ont.	"	18		1	"	Scaffold collapse, fell 20 feet.
" "	Toronto, Ont.	"	12		1	Loss of 4 fingers	Caught between dies of press.
" "	"	"	19		1	Two fingers crushed	Caught in piers.
" "	"	"	27		1	"	"
Stationary engineer	Niagara Falls, Ont.	"	14		1	Face scalded	By escaping steam.
"	Chilliwack, B.C.	"	20		1	Loss of fingers of one hand	Caught in gearing of engine.
Iron worker	Toronto, Ont.	"	16	1			Fell from platform, died 18th,
"	Brockville, Ont.	"	15		1	Ankle injured	By fall of elevator.
"	"	"	19		1	Foot crushed	Casting fell on it.
"	Toronto, Ont.	"	27		1	Loss of 2 fingers	Heavy iron stamp fell on hand.
Shipbuilder	Collingwood, Ont.	"	7		1	Leg crushed	Struck by a girder.
Woodworking Trades—							
Woodworker	St. Marys, Ont.	"	2		1	Two fingers lacerated	Caught in jointer.
"	Ridgetown, Ont.	"	12		1	Loss of part of hand	Contact with circular saw.
"	Chatham, N.B.	"	19		1	Head lacerated	Caught in planer.
"	St. Hyacinthe, Qué.	"	21	1			Arm broken May 19th., died of septicemia June
"	Chatham, Ont.	"	20		1	Forehead gashed	Struck by piece of wood from saw, [21,
"	Peterborough, Ont.	"	1		1	Hand cut	Contact with circular saw,
"	Berlin, Ont.	"	8		1	Loss of 4 fingers	Contact with rip saw,
"	"	"	9		1	Loss 3 fingers	" "
"	Brantford, Ont.	"	26		1	Hand crushed	Caught in machine.
"	Sutton, Que.	"	25		1	Hand lacerated	Contact with saw.
Furniture worker	Berlin, Ont.	"	8		1	Loss of 4 fingers	Caught in saw.
"	Walkerville, Ont.	"	1		1	Head cut	Weight fell on it.
Wagon maker	Brantford, Ont.	"	22		1	Hand cut and loss of 4 fingers	Contact with machinery.
Cooper	Blyth, Ont.	"	22		1	Hand lacerated	Caught in hoop machine.
Cheese box factory hand	Madoc, Ont.	"	25		3	Head and body scalded	Explosion of boiler.
Textile trades—							
Cotton mill worker	Toronto, Ont.	"	22		1	Arm broken	Fell from a vehicle.
Food and tobacco—							
Cigar worker	Montreal, Qué.	"	7		1	Head crushed	Caught between elevator and landing.
Ice house worker	Toronto, Ont.	"	26		1	Leg broken	Block of ice fell on it.
Biscuit factory hand	London, Ont.	"	26		1	Scalp wound	Struck by elevator gate.
Soda water bottler	St. John, N. B.	"	22		1	Arm lacerated	Caught in machine.
Leather trades							
Farmer	Acton, Ont.	"	2	1			Caught in a drum.
Railway service							
Engineer	St. Thomas, Ont.	"	4		1	Serious scalp wound	Portion of engine dome fell on him. [window
"	Medicine Hat, Alta.	"	12		1	Concussion of brain	Struck on head while leaning out of cab

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF JUNE, 1906.

Trade or Industry.	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Railway service—Con.						
Engineer	Fort William, Ont	Jun 23	1			Struck by bridge while leaning out cab window.
Switchman	"	" 6		1	Internal injuries	Caught between drawhead and engine.
"	Toronto Junc., Ont	" 7		1	Loss of leg	Run over by engine.
Conductor	Rockland, Que	" 16		1	Hand cut and leg bruised	Thrown from train.
"	Springfield, Ont	" 23		1	Scalp wounds, etc	Fell off train.
"	M'Leod's Landing, Que	" 27		1	Face crushed	In collision between train and hand-car.
Fireman	Port Arthur, Ont	" 18		1	Probably fatal injuries	Run over by engine.
"	Papineauville, Que	" 28		1	Legs hurt	In a collision.
"	Vermillion, Alta	" 25	1			In a run off.
"	M'Leod's Landing, Que	" 27		1	Terribly scalded	In collision between train and hand-car.
"	Toronto, Ont	" 26		1	Internal injuries	Fell from engine.
Brakeman	London, Ont	" 12		1	Foot cut off	Run over by train.
"	Belleville, Ont	" 12		1	Head cut	Fell while running to catch train.
"	Collin's Bay, Ont	" 18	1			Caught between cars.
"	Rockland, Que	" 16		1	Scalp wound	Thrown from train.
"	M'Leod's Landing, Que	" 27	1			In collision between train and a hand-car.
"	"	" 27		1	Severe injuries to head	" " "
"	Etchemin, Que	" 28	1			Run over by train.
Hostler in roundhouse	St. Thomas, Ont	" 3		1	Face and arm scorched	Explosion of gas in oil tank.
Bridge foreman	London, Ont	" 23	1			Struck by an engine.
Member of survey party	Cobalt, Ont	" 18	1			Drowned, canoe upset.
Sectionman	Grimsby, Ont	" 7	1			Struck by engine.
Telegrapher	St. Armand, Que	" 7		1	Face and hand burned	By explosion of engine.
Railway labourer	Isle Perrot, Que	" 6	1			Struck by engine.
"	Kaministiqua, Ont	" 8	2			Struck by rock slide.
"	Komoka, Ont	" 15	1			Crushed between cars.
"	Moncton, N.B	" 22		1	Head gashed	Struck by sledge hammer.
Car shop hand	Toronto, Ont	" 6		1	Toe crushed	Iron frog fell on it.
"	London, Ont	" 26		1	Internal injuries	Fell from scaffold.
Cache keeper, N. T. R	Kippewa, Ont	" 7	1			Drowned, canoe upset.
Navigation—						
Sailor	Indiantown, N.B	" 5		1	Internal injuries	Fell into paddle wheel of steamer
"	Montreal, Que	" 7		1	Severely burned	By explosion of coal oil.
"	"	" 12	1			Drowned.
"	Pabos, Que	" 18	2			Drowned, washed overboard.
"	Quebec, Que	" 22	1			Drowned, fell from boat.
Barge captain	Montmagmy, Que	" 10	1			Swept overboard, drowned.
Barge hand	Quebec, Que	" 20	1			Fell overboard, drowned.
Steamboat captain	Kingston, Ont	" 20		1	Leg broken	Fell on his boat.
Motor boat driver	Brockville, Ont	" 20		1	Arms and face burned	By explosion of gasoline.
Fireman	St. John, N.B	" 4	1			Caught in paddle wheel of steamer.
Ship labourer	Quebec, Que	" 3		1	Ankle broken	Merchandise fell on it.
"	Port Arthur, Ont	" 6	1			Fell into hold of vessel.
"	Quebec, Que	" 12	1			Electrocuted while loading coal.
"	Montreal, Que	" 23	1			Fell from barge, drowned.
"	Quebec, Que	" 10		1	Loss of 2 fingers	Caught in a block.
"	"	" 22	1			Fell overboard, drowned.
"	St. Stephen, N.B	" 1		1	Leg broken, etc	Staging fell.

General Transport—							
Teamster	Thorold, Ont.	June 18	1				Drowned while washing vehicle.
"	Pointe aux Trembles, Que.	" 18		1	Leg broken		Vehicle collided with car at crossing.
"	Galt, Ont.	" 23		1	Internal injuries		Fell from dray.
"	Hamilton, Ont.	" 26		1	2 ribs broken		Fell from vehicle,
"	Victoria, B. C.	" 23		1	Leg broken		Wheel of loaded vehicle passed over it.
"	Dunchurch, Ont.	" 2	1				Thrown from vehicle.
"	Kingston, Ont.	" 2		1	Leg crushed		Load passed over it.
"	St. John, N. B.	" 9	1				Struck near heart by shaft.
Foreman of forwarding co.	London, Ont.	" 21		1	Body partially paralyzed		Struck by lightning.
Street railway conductor	Niagara Falls, Ont.	" 16		1	Arm broken		In struggle with disorderly passenger.
" "	Toronto, Ont.	" 21		1	Ankles injured		Fell from car into repair pit.
Civic employees—							
District engineer (fire)	St. John,	" 18		1	Burst a blood vessel		While climbing into hose cart to attend a fire.
Fire chief	Toronto, Ont.	" 28		1	Head and shoulders injured		Thrown from vehicle.
Deputy fire chief	Montreal, Qué.	" 20		1	Head injured		" " on way to fire.
Fireman	Toronto, Ont.	" 20		1	Ankle broken		Elevator dropped 20 feet.
"	"	" 4		1	Scalp wound		Thrown from hose wagon.
Civic employee	St. Thomas, Ont.	" 19	1				Heart rupture while lifting tile.
Street cleaner	Toronto, Ont.	" 15		1	Internal injuries		Knocked down by a horse.
Chief detective	Kingston, Ont.	" 29		1	Abdomen pierced		In riot with Italian navvies.
Police sergeant	"	" 29		1	Lung pierced		" "
Policeman	Hamilton, Ont.	" 25		1	Internal injuries		While arresting prisoner.
Miscellaneous—							
Shooting gallery owner	St. Thomas	" 2		1	Scalp lacerated		Accidental discharge of gun.
Oil plant worker	Sarnia, Ont.	" 2		1	Legs scalded		Fell into acid vat.
Owner of coal hoist	Goderich, Ont.	" 11		1	Cheek bone and nose broken		Fell from hoist 20 feet.
Caretaker in factory	Québec, Qué.	" 13		1	Nearly roasted to death		Fell into a fire of rubbish.
Caretaker	Montreal, Qué.	" 11		1	Leg broken		Run over by roller.
Hotel porter	Toronto, Ont.	" 20	1				Skull fractured in an elevator accident.
Egg buyer	Princeton, ont.	" 11		1	Internal injuries		Thrown from vehicle.
Storekeeper	Hamilton, Ont.	" 11		1	Shoulder dislocated		Fell from roof.
Cartridge factory employee	Brownsburg, Que.	" 24		1	Loss of eye, etc.		Explosion of powder.
Cement worker	Hull, Que.	" 4		1	Frontal bone injured		Emery wheel burst, piece struck him.
"	Owen Sound, Ont.	" 7		1	Arm torn off		Caught in shafting,
Window cleaner	Toronto, Ont.	" 26		1	Ankle broken		Fell from window.
N. W. M. Policeman	Battle Creek, Sask.	" 13	1				Drowned while fording creek.
Domestic servant	Lindsay Ont.	" 6		1	Arm broken		By falling house.
Brickyard worker	Welland, Ont.	" 11		1	Leg cut		Caught in machinery.
Stableman	London, Ont.	" 11		1	Probably fatal injuries		Kicked and tramped on by horse.
Commercial traveller	Omemee, Ont.	" 2		1	Internal injuries		Horse ran away.
Well digger	Battleford, Sask.	" 6	4				Asphyxiated by natural gas in well.
"	Highgate, Ont.	" 6		1	Skull fractured		Sand pump fell on him.
"	Kent Bridge, Ont.	" 5		1	Skull crushed		Attachment from drill fell on him.
Wall paper worker	Toronto, Ont.	" 23		1	Rib broken, etc.		Fell down elevator shaft.
Paper maker	Cornwall, Ont.	" 17		1	Arm broken		Drawn into drying machine.
Pulp mill worker	Chatham, N. B.	" 19		1	Head cut		Struck by breaking belt.
"	"	" 19		1	Internal injuries		Run over by loaded car.
Drug clerk	Stratford, Ont.	" 28		1	Hips gashed		Fell on glass case.
Laundry worker	Kingston, Ont.	" 29		1	Both arms mangled		Caught in mangle.
Waitress	Guelph, Ont.	" 28		1	Collar bone broken		Fell down stairs.
Unskilled Labour—							
Labourer	Kingston, Ont.	" 2		1	Jaw broken, face lacerated		Explosion of dynamite.
"	Beebe Plain Qué.	" 1		1	Hand injured		Caught between 2 stones.
"	Niagara Falls, Ont.	" 3		1	Foot crushed, loss of 1 toe		Run over by tramway car.
"	Port Colborne, Ont.	" 21	1				Drowned, fell off crib work.
"	Lakefield, Ont.	" 8		1	Foot cut		By glancing of axe.
"	Peterborough, Ont.	" 15		1	Foot crushed		Box of merchandise fell on it.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF JUNE, 1906.

Trade or industries.	Locality.	Date.	Killed.	Injured.	Nature of order.	Remarks.
Labourer	Peterboro, Ont.	June 15		1	Leg broken	Run over by hand car,
"	Lindsay, Ont.	" 21		1	Internal injuries	Fell from scaffold,
"	Montréal, Qué.	" 28		1	Leg broken	Large stone fell on it.
"	Toronto, Ont.	" 30		1	"	Iron plate fell on it.
"	Guelph, Ont.	" 29		1	"	Iron pipe fell on it
"	Brantford, Ont.	" 6		1	Head cut	Fell from lumber pile,
"	"	" 27		1	Foot crushed	Boiler plate fell on it,
"	"	" 27		1	Leg broken	Fell from elevator,
"	St. John, N. B.	" 7		1	Loss 2 toes	Caught in machinery.

ACCIDENTS HAPPENING IN PREVIOUS MONTHS BUT ONLY REPORTED TO THE DEPARTMENT IN JUNE.

Farmer	Broadview, Man.	May, 29	1			Fell from wind mill.
"	Noyan, Que.	" 28		1	Internal injuries	Fell underneath horse.
"	Wellandport, Ont.	" 24		1	Skull fractured	Thrown from horse.
Saw mill hand	St. John, N. B.	" 29		1	Hand cut open	Contact with saw,
"	New Westminster, B. C.	" 29		1	Hand lacerated	Contact with circular saw.
"	Port Moody, B. C.	" 31	1			Struck by a broken belt.
Saw mill owner	Cross Creek, N. B.	" 14	1			Caught in saw.
Miner	Sunnyside Mine, B. C.	" 8	2			By powder explosion in mine.
"	"	" 8		1		"
"	Wellington Colliery B. C.	" 11	1			By fall of rock.
"	" "	" 15		1	Arm broken	Caught between cars.
"	Nanaimo, B. C.	" 28		1	Jaw fractured	Kicked by a mule.
Coal heaver	St. John, N. B.	" 18		1	Head injured	Struck by lifting shovel.
Painter	Knowlton, Que.	" 28		1	Back injured	Fell from scaffold.
Sawyer	Moore's Mills, N.B.	" 16		1	Loss part of hand	Contact with saw.
Machinist	St. John, N. B.	" 25		1	Loss of 4 fingers.	Caught in planer.
Puddler	"	" 30		1	Leg broken	Load of iron fell on it.
Pulp mill worker	Mispec, N. B.	" 18		1	2 ribs and collar bone broken	Caught in machinery.
Civil engineer	Niagara Falls, Ont.	" 22		1	Shoulder dislocated	Fell from staging.
Marine engineer	Off Point Albine, Ont.	" 26	1			Fell overboard in storm.
Cotton mill worker	St. John, N. B.	" 25		1	Fingers slit open	Caught in machinery.
Steam engineer	Port Colborne, Ont.	" 30		1	Arm hurt	Caught in belting.
R.R. fireman	Sherbrooke, Que.	" 30		1	Leg broken	Fell from engine.
R.R. construction hand	Kenora, Ont.	" 28	1			Run over by train.
Teamster	Welland, Ont.	" 25		1	Hand injured	Caught in wagon wheel.
Labourers	Sutton, Que.	" 22		2	Internal injuries	Cave-in in gravel pit.
"	Gilman, Que.	" 26		1	Head injured	Struck by sledge hammer.
"	Hastings, Ont.	" 26		1	Loss of thumb	Water wheel fell on it.
Lineman	St. Catharines, Ont.	" 28		1	Face cut and burned	Fell 35 ft. from pole.
Foundry worker	Toronto, Ont.	" 30		1	Hand crushed	Casting fell on it.
Fisherman	Miscou, N. B.	" 22	1			Drowned, boat capsized.
Furniture maker	Walkerville, Ont.	" 31		1	Loss of 1 finger	Caught in jointer.
Mill hand	Bass River, N. B.	" 29		1	Loss of thumb	Caught in machinery.
Paper maker	St. Catharines, Ont.	" 28		1	Hand crushed	" "
"	Merritton, Ont.	" 25		1	Foot crushed and loss of 1 toe	Caught in hoist.
"	Toronto, Ont.	" 28		1	Hand crushed	In corner staying machine.
"	"	" 4		1	Loss of part of finger	By a rip saw.
"	Cornwall, Ont.	" 6		1	Arm broken	Caught in machinery.

Shipbuilder	Collingwood, Ont.	May 14	1	Back bruised	Piece of iron fell on it.
Agricultural implement worker	Hamilton, Ont.	" 17	1	Hand injured	Struck by hammer.
"	"	" 19	1	Hand cut	Caught in gear.
"	"	" 14	1	Hand burned	By molten metal.
"	"	" 18	1	Foot crushed	Caught between pots and iron plate.
"	"	" 21	1	Foot burned	By molten metal.
"	"	" 23	1	Hand burned	" "
"	"	" 18	1	Thigh cut	By mitre knife.
"	"	" 15	1	Arm burned	By molten metal.
"	"	" 26	1	2 fingers crushed	Caught in pile of iron.

Nature of Fatalities and Accidents.

The chief disaster of the month was the asphyxiation of four farmers at Battleford, Sask., by gas in a well they were digging. There were eight other disasters, each entailing the loss of two lives. These were as follows:—The drowning in Lake Temiscamingue, near New Liskeard, Ont., of two river drivers by the upsetting of their canoe; the killing of two railway construction hands on June 3, by a rock slide near Kaministiqua, Ont.; the drowning of two employees of the Brompton Pulp and Paper Company on June 17 while repairing a boom in the River St. Francis at Bromptonville, Que.; the killing on June 22, of two structural iron workers on a bridge near Glacier, B.C., by the breaking of a tackle which was lowering an iron span; the killing of two farmers at Springfield, Ont., on June 9 by the collapse, during a storm, of a barn that they were raising; the drowning of two river drivers near Bridgewater, Ont., on June 13 while breaking a jam of logs; the drowning of two sailors at Pabos, Que., on June 18 by the swamping of their vessel, and the killing of two mill hands at Sunny Brae, N.S., by the explosion of a boiler.

Fatality at Battleford, Sask.

On June 7, while working in the bottom of a deep well on a farm near Battleford, Sask., three men were overcome by natural gas. In an attempt to rescue them another workman dropped out of the bucket and all four were dead when brought to the top.

The Report by Trades and Industries.

Agriculture. — There were twenty-five fatal accidents reported during June, fourteen more than in the preceding month, and six more than in June, 1905. Seven farmers were struck by lightning and killed, four were killed by collapsing of barns, four were struck by trains, two were run over by trains, two were killed by falls, two were killed while tending live stock, one in a runaway, one by falling material, a nail pierced a farmer's foot and he died from lockjaw and a farmer's wife became lost on the prairie and died of exposure. The serious accidents numbered forty, twenty being injured by the collapse of barns, eight by falls, five by contact with machinery, four by animals the victims

were tending, two by being struck by lightning and one by falling material.

Fishing and hunting.—In June, 1906, there were three fatalities due to drowning in this group and one serious injury, compared with four fatalities and none injured in the preceding month and two deaths and no injuries in June last year.

Lumbering.—Fifteen workers met death by accident and fourteen were injured during June, being an increase of two fatalities and a decrease of four accidents compared with May, and an increase of six in fatal and two non-fatal accidents compared with June, 1905. Eight of the fifteen fatal accidents were due to drowning, four to contact with machinery, two to the explosion of a boiler and one to being struck by a piece of wood projected from a revolving saw. Of the minor accidents, thirteen were due to contact with machinery and one to a log rolling on the victim.

Mining.—Fourteen workmen were killed and twelve injured during June, as compared with thirteen killed and twenty-four injured in the preceding month, and two killed and twenty-nine injured in June, 1906. Six of the fatalities were caused by falling material, two by falls down shafts, two by being run over by coal cars, one by being drowned in a mine, one by being crushed between a coal car and the pillar of a mine, one by the explosion of dynamite and one by electric shock. Falling material was also responsible for eight of the lesser accidents, explosion of dynamite for three and contact with machinery for one.

Building trades.—There were fatal accidents to four workmen and twenty-six workmen were more or less seriously injured. This was two fatalities less and seven accidents more than in the previous month, and one fatality less and ten accidents more than in June last year. Three of the fatal accidents were due to falls and one to drowning, the victim, a bridge builder, falling from a bridge. Ten of the minor accidents were due to falls from scaffolds, five to falls from buildings, four to falling material, four to falls from ladders, one to being caught in a hoist, one to being struck by the handle of a windlass and one to an electric shock.

Metal trades.—There were ten fatal and thirty-eight non-fatal accidents among these workers in June, 1906, as compared with three fatalities and forty accidents in the preceding month and six fatalities and twenty accidents in June, 1905. Contact with machinery caused fifteen of the minor accidents; falls, nine; moulten metal, four; elevators, four; falling material, three; ignition of gas, one; escaping steam, one, and electricity, one. Falls caused the death of five workmen; two structural iron workers at Glacier, B.C., were killed by the breaking of a hoisting tackle, two electrical workers were electrocuted and the explosion of a steam valve caused the death of a rolling mill worker at Montreal, Que.

Woodworking trades.—There was one death through accident and sixteen accidents during June; in May last there were no fatalities and no accidents, and in June of last year no fatalities and seven accidents. A woodworker at St. Hyacinthe, Que., broke an arm in contact with machinery on May 19 and died from blood poisoning on June 21. Twelve of the accidents were due to contact with machinery, three to a boiler explosion and one to falling material.

Textile trades.—The only accident in this branch was to a cotton mill worker in Toronto, Ont., who broke an arm.

Food and tobacco preparation.—There were only four minor casualties among these workers in June; in May there were two fatal and eight non-fatal accidents, and in June, 1905, no deaths and four accidents. Two of the accidents were caused by elevators, one by contact with machinery and one by falling material.

Leather trades.—There was only one accident in these trades, in June, a fatal one, a tanner at Acton, Ont., being killed by being caught in a drum. In May there were three minor accidents and in June last year no accidents.

Railway service.—Death through accident came to thirteen railway employees and thirty others were injured during June, as compared with thirty killed and twenty-five injured in May and thirty killed and twenty-five injured in June, 1905. Of the thirteen fatalities three resulted from the victims being struck by engines, two from being caught between cars, two from

drowning, two from a rock slide, one from being struck by a bridge while looking out of a cab window, one from being run over, one from a derailment and one from a collision. Five of the accidents of less gravity resulted from falls from trains, four from collisions, three from being run over, two from falling material, two from explosions, two from tools, one from being struck by an object, and one from being caught between cars.

Navigation.—In this group the record for June was eleven fatalities and eighteen non-fatal accidents, compared with seven killed and five injured in the previous month and six killed and eight injured in June of last year. Eight of the fatalities were due to drowning, one to being caught in the paddle wheel of steamer, one to falling into the hold of a vessel, and one to the victim coming in contact with a live electric wire while loading coal. Three of the non-fatal accidents were due to falls, two to explosions, one to being caught in a block, and one to falling material.

General transport.—Three of these workers were killed and eight injured in June. The May record was, three killed and twenty-six injured, and in June, 1905, one was killed and ten were injured. One of the fatal accidents was caused by drowning, one by being thrown from a vehicle and one to being struck near the heart by a shaft. Five of the other accidents were caused by falls, two by loads passing over victims and one by injuries received by a street car conductor in a struggle with a disorderly passenger.

Civic employees.—There was one fatality and nine minor casualties among civic employees during June. In the preceding month and in June, 1905, there were no fatalities and the non-fatal accidents were seven and four respectively. A civic employee ruptured his heart while lifting a tile; four employees were injured by falls; two members of the Kingston police force were stabbed, one in the abdomen and the other in the lung, while attempting to quell a riot of Italian navvies at Kingston, Ont.; a fireman at Toronto, Ont., was injured by an elevator dropping twenty feet; a street cleaner at Toronto, was injured by being knocked down by a horse; and a policeman at Hamilton, Ont., was injured while arresting a prisoner.

Miscellaneous.—Six deaths through accident and twenty-four minor accidents were reported in June, as against eight workers killed and twenty-three injured in May, 1906, and three killed and ten injured in June of last year. Four of the deaths were due to asphyxiation by natural gas in a deep well at Edmonton, Alta., one to the victim fracturing his skull in an elevator accident in Toronto, Ont., and the remaining one to drowning. Ten of the non-fatal accidents were due to falls, nine to contact with machinery, one to an explosion of powder, one to a kick of a horse, one to a runaway, one to falling material and one to being run over.

Unskilled labour.—One labourer met death by accident and fourteen were injured. Seven were killed and fourteen injured in the previous month and two killed and six injured in June, 1905. The fatality was the drowning of a labourer by falling off crib work at Port Colborne, Ont. Six of the minor accidents were caused by falling material, three by falls, two by being run over, one by an explosion of dynamite, one by contact with machinery, and one by tools.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during June 1906:

BRITISH REPORT.

Trade Returns for 1905.

Annual statement of the trade of the United Kingdom with foreign countries and British possessions, 1905, compared with the four preceding years. Vol. I. London, Wyman & Sons, 1906. Pages 946. Price 7s. 8d.

THE annual statement of the trade of Great Britain during 1905 shows that the value of the total imports amounted to £565,019,917, of which £127,868,726 were from British possessions including protectorates, and £437,151,191 from foreign countries. A comparative table for the past five years shows that there has been a steady increase in the value of imports, the total value of goods in 1901 having been £521,990,198, of which £105,684,880 were from British possessions including protectorates and £416,305,318 from foreign countries. The total exports of British and Irish produce during 1905 were to the value of £329,816,614, an increase of over £29,000,000 compared with 1904. In 1901, the exports amounted to £280,022,076, of which £175,148,555 were to foreign countries and £104,873,821 were to British possessions including colonies. The exports of foreign and colonial merchandise during 1905 amounted to a value of £77,779,913, an increase of almost £10,000,000 compared with 1901.

UNITED STATES REPORTS.

Prison Industry of Illinois.

Report of the State Board of Prison Industries of Illinois, from July 1st, 1904, to December 31st, 1905, Office of the State Board of Prison Industries of Illinois, Springfield, Illinois. Pages 34.

The First Annual Report of the State Board of Prison Industries of Illinois contains two reports, of which one covers the years from July 1st, 1904, to June 30th, 1905, and the second, from July 1st to December 31st, 1905.

The work performed in the penal and reformatory institutions comprises the manufacturing of furniture, boots, shoes, slippers, brooms, clothing, brushes, brick, road material, printing and binding, and foundry work. During the first year covered by the report an average of 353 inmates of the Southern Illinois Penitentiary out of a population of 956 were employed in industries, and during the last six months 381 were employed out of 929. In the Northern Illinois Penitentiary employment was found for 304 persons out of 1,409, and for the last six months 544 persons out of 1,404. Only 14.1 per cent. of the inmates of one penitentiary, and 16.8 per cent. of the inmates of the other were engaged in the manufacture of goods for the open market, and thus beyond that extent there was no unfair competition with free labour in the open market. The rest of the work performed is the manufacturing of goods for state institutions, road and school districts. In the State Reformatory, special attention is given to industrial training in many of the departments.

In an introduction to the report an account is given of the legislation with regard to prison law in force in Illinois in 1903, which provided "that the superintendent of the reformatory, and the wardens of the two penitentiaries, respectively, should cause to be manufactured by the convicts in the penal and reformatory institutions, such articles as are needed and used therein, and also such as are required by the State or any *political division* thereof, and in the buildings, offices and public institutions owned or managed and controlled by the State, including articles and materials to be used in the erection of buildings." The term "political divisions," as used in the law, was held to include towns, cities, counties, school and road districts, as well as state institutions. This law presented many difficulties in its practical application with respect to the filling of small orders, and in 1905, representatives of organized labour and a committee of the Board of Prison Industry agreed upon certain amendments which were subsequently passed by the Legislature. By these amendments the political divisions of the State other than public institutions, school districts and road districts were relieved from the operation of the law. By the

elimination of counties, townships and municipalities from the operation of the law, not more than 60 per cent. of the penal labour of the institutions could be utilized. In order to provide employment for the remaining 40 per cent, one of the amendments declared "that not more than 40 per cent. of said prisoners in the penal and reformatory institutions shall be employed in the manufacture of products of industries heretofore established, which may be disposed of other than to the State." In other words, under this amendment, authority was given the Board of Prison Industries to employ this 40 per cent. in manufacturing goods for the open market.

Industrial Statistics of Connecticut.

Twenty-first Annual Report of the Bureau of Labour Statistics for the year ended November 30th, 1905, Meriden, Conn. Pages 371.

The report of the Connecticut Bureau of Labour Statistics for 1905, contains chapters relating to new factory construction in the State, the operation of the Tenement Houses Act of Connecticut, a directory of labour organizations, statistics of all strikes and lock-outs in the State, transactions of Free Employment Bureaus, hours of labour in the building trades, immigration and inventions of citizens of Connecticut. The appendix of the report contains the laws of Connecticut relating to labour. In conection with the chapter on strikes and lock-outs an account is given of early organizations of printers taken from the Bulletin of Labour of the United States. It is stated that the only serious industrial conflict at the date of the close of the report, was a strike by the Typographical Union for an eight-hour day. With reference to the hours of labour in the building trades during the past thirteen years, the average decrease in hours of labour was 13.6 per cent., and the average increase in wages in all the building trades was 18.3 per cent.

Industrial Statistics of Nebraska.

Ninth Biennial Report of the Bureau of Labour and Industrial Statistics for the State of Nebraska, 1903-1904, Lincoln, Nebraska. Pages 199.

The report of the Bureau of Labour Statistics of Nebraska for 1904 contains the list of the labour laws of the State, and an account of child labour legislation of the different States of the Union. Other chapters deal with the enforcement of female and child labour law, the value of statistics to Nebraska and statistical tables relating to manufactures, agricultural products, railroads and friendly societies.

OTHER REPORTS RECEIVED.

Canada.—Annual Report of the Department of Public Printing and Stationery for the year ended June 30, 1905.

Supplementary Report of the Royal North-west Mounted Police Force, 1905.

Proceedings of the Select Committee on Telephone Systems Vol. I. (Revised Edition).

Return to the House of Commons relating to the establishment of an Imperial Intelligence Service and a System of Empire Cables.

Ontario.—Report of the Bureau of Mines 1905, Part III. The Sudbury Nickel Field.

Twenty-fourth Annual Report of the Provincial Board of Health for the year 1905.

Report of the Registrar of Loan Corporations for the year ended December 30, 1905.

Great Britain.—General Report and Statistics for 1905 of Mines and Quarries Part I.—District Statistics. Statistics of the persons employed, output and accidents at mines and quarries in the United Kingdom, arranged according to the inspection districts.

Reports of H. M. Inspectors of Mines for the Districts Nos. 1, 3, 4, 7 and 10, for the year 1905.

Returns of Accidents and Casualties during the three months ending December 31, 1905.

Return to the House of Commons giving examples of reports of inspectors of the local Government Board, respecting local inquiries held, 1904 and 1905, and of reports taken by official note-takers of the proceedings on petitions under the Acts to the Privy Council.

Return to the House of Commons of the Crimes committed by Chinese labourers who have deserted from the mines of Witwatersrand District, Transvaal, since June, 1905.

Austria.—Die Organisierte Forstarbeiterschaft.

Die Verhaltnisse in der Kleider-und Waschekonfektion.

Bericht uber die Tatigkeit des K. K. Arbeitsstatistischen Amtes im Handelsministerium Wahrend des Jahres 1905.

Germany.—Drucksachen des Beirats fur Arbeiterstatistik Verhandlungen Nr. 15, 16.

Die bestehenden Einrichtungen zur Versicherung gegen die Folgen der Arbeitslosigkeit im Ansland und im Deutchen Reich Teil I., II. und III.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

NOVA SCOTIA CASES.

Stoppage of Wages.

A case similar to one noted in the May number of the *Labour Gazette** has been disposed of in a similar manner, by the imposition of a fine of $60 and costs on the Dominion Coal Company. As in the former case, the company undertook to deduct from the wages of an employee the amount due by him at the company's store for goods supplied. An appeal is pending.

(Rex vs. Dominion Coal Co., 10th May, 1906, McDonald, J. P., Glace Bay, N. S.)

Inciting to Strike.

A driver in the employ of the Dominion Coal Company was convicted and fined on a charge of endeavouring to persuade other drivers of the company to come out on strike owing to one of the overmen of the colliery being suspended.

(Rex vs. Curry, 7th May, 1906, Nicholson, S. M., Dominion, N. S.)

QUEBEC CASES.

Failure to understand the English Language.

The Court of Appeals for the District of Montreal has affirmed a judgment of the Court of Review reversing a judgment of the Superior Court, which had dismissed an action brought by a workman against his employers for damages sustained by him in the course of his employment.

The action was brought to recover damages for injuries sustained by a fall from a scaffolding erected over the Richelieu River whereby plaintiff was precipitated into the bed of the river and was disabled for life. The cause of the accident was a loose plank.

The Court found that it was proved that plaintiff had been ordered not to go to the place which caused the accident and that he understood the order.

In the Court of Review the majority considered it established that plaintiff, being an Italian, did not understand the foreman's directions and held the defendant in fault in that it had not sufficiently protected its workmen.

(Pasquale vs. Montreal L. H. & P. Co.; 28th June. 1906 Court of Appeal.)

Set-off of Wages Claim and Damages.

In a recent case the Circuit Court, Montreal, plaintiff, an actor, sued the proprietor of the Theatre National Francais for the sum of $56, amount of salary due to him for a period during which he had acted at the theatre. Defendant set up that plaintiff had broken his contract by deserting his employment before the end of the season for which he had been engaged, and claimed damages to the amount of $996, which, however, he was willing to reduce to an amount sufficient to off-set the amount of the plaintiff's claim. The court gave judgment for plaintiff for the amount of his claim and for defendant for damages in a like amount, the one off-setting the other.

(Hauterive vs. Gauvreau, 11th June, 1906, Dorion, J.

Injuries Caused by Fall of Derrick.

In an action brought by plaintiff, a carter, against defendant, a stevedore, to recover damages for injuries sustained by plaintiff while in defendant's employ owing to the fall of a derrick, plaintiff was awarded $500 damages.

(Jacques vs. Ferns, 22nd May, 1906, Mathieu, J.)

*See page 1283.

Striker Fined for Loitering.

A young man was charged in the Recorder's Court at Montreal with persistently loitering in front of the premises of the Star Manufacturing Company, where a strike was on.

The accused was one of the strikers and, notwithstanding repeated requests, he refused to go away from the entrance to the factory. He was found guilty and fined.

(Rex vs. Goldberg, 14th May, 1906, Sicotte, J.)

Obligation of Employer to Give Certificate of Character.

The Court of Review has reversed a judgment of the Superior Court awarding plaintiff $100 damages for defendant's refusal to give him a certificate of good conduct on his leaving the employment of the latter.

The Court of Review held that as a matter of law there was no obligation on defendant to grant such certificate, no matter how much a refusal thereof might damnify plaintiff.

(Poirier vs. Weener, 28th April, 1906, Court of Review.)

Accident Due to Meddling.

Plaintiff sued defendant for damages for injuries caused to his minor son, who was in defendant's employment. It appeared that the boy was in the habit of eating his dinner on the top floor of the establishment along with other boys. While playing with a dismantled and disused hay-cutting machine he had his index finger so cut that it had to be amputated. The evidence showed that the boy was warned not to go on the top floor and not to play with the machine. The action was dismissed.

(Corbeil vs. Masson, 3rd May, 1906, Dunlop, J.)

Recovery of Sick Benefit.

A case of interest to labour unions has been determined, in the Circuit Court, Montreal. Plaintiff, a member of the Bricklayers' Union, sued the union for $30 due him for sick benefit, he having been laid up for a period of ten weeks.

The claim was resisted on the ground that plaintiff had been suspended for non-payment in advance of his regular fees.

The Court found that the Union had not complied with its own regulations, as it had failed to notify plaintiff of his suspension. Moreover, his fees had always been accepted, although not paid in advance; he was not in arrears when laid up; he had not been informed of the consequences of not paying in advance, and such a regulation did not appear to have been published. Again, when plaintiff notified the Union of his illness, instead of notifying him of his suspension, it sent one of the members to visit him. Under these circumstances the Court held the claim to be well founded and maintained the action.

(Dubois vs. Bricklayers' Union, 22nd May 1906, Circuit Court.)

Accident Due to Unprotected Guard-rail.

The plaintiff, a brakeman, sued defendants, a railway company, for damages incurred by him in the course of his employment, owing to loss of his right foot and some damage to his left foot.

Plaintiff alleged that while in the act of coupling a car to an engine moving down grade, his foot was caught in an unprotected guard rail at a switch, and that while he was held in that position he was run over by the wheels, which amputated the limb above the ankle. After passing over his right foot, the locomotive had backed up, cutting off the large toe of his left foot, thereby incapacitating him for life.

The case was heard before a jury, which, after hearing the evidence, estimated the total damages sustained by plaintiff at $7.000, but finding that there had been contributory negligence on his part in attempting to couple in front of the engine while the train was moving down grade—a practice, nevertheless, recognized to be customary—they reduced the amount to $5,000, for which amount judgment was entered.

(Masson vs. Great Northern Railway, 8th June, 1906, Doherty, J.)

Penalty for Mis-representing Age.

The Court of Review recently dismissed an appeal by plaintiff from the judgment of Mr. Justice Dunlop at the trial, awarding plaintiff, as tutor of his minor son, the sum of $500 damages for the loss by the latter of his right hand in the course of his employment. The son was in the employment of the defendants as an ap-

prentice upholsterer, and while feeding a machine had his hand lacerated. The cause of the accident was that a piece of string had got in among the hair which the boy was feeding in to the machine and dragged his hand between the rollers. The Court below found the Company at fault; but, because the boy and his mother had falsely represented to the Company that the boy was 15 years of age, when in reality he was only 12, the amount of damages was fixed at $500, instead of $1,250, as claimed by plaintiff. The Court of Review confirmed this disposition of the case.

(Cardinal vs Tombyll Upholstering Co., 28th April, 1906. Court of Review.)

No Fault Proved.

In an action brought by plaintiff to recover damages resulting from injuries sustained by him while in defendant's employ, by falling into a cauldron of boiling water, the Court of Review affirmed a judgment at the trial, dismissing the action, on the ground that the accident could not be attributed to the fault of the defendant.

(Reilly vs. Laurie Engine Co., 28th April, 1906, Court of Review.)

Unnecessarily Dangerous Method of Working.

The Court of Appeal has confirmed a judgment of the Superior Court of the District of St. Francis awarding plaintiff, who sued on her own behalf as well as on behalf of her minor children, $2,500 damages for the death of the plaintiff's husband, which occurred in the course of his employment by the defendant.

Plaintiff's husband was ordered to clean out a certain tank and the poisonous gases therein caused his death.

The Court found that the tank might have been cleaned by a less dangerous method, viz., by opening the side of the tank near the bottom and drawing the sediment out with a scraper, the workman remaining outside instead of going into the tank, and held that the defendant company did not exercise that high degree of care that the law requires an employer to exercise in dealing with dangerous employment.

(Forster vs. Nichols Chemical Co., 28th June, 1906, Court of Appeal.)

Effect of Life Insurance on Damages.

Plaintiff's son, a fireman in the employ of the railway company defendant, was hurt in a railway collision and died in consequence. The plaintiff, an old man, and his wife were supported by the son. The Court considered that plaintiff under all the circumstances was entitled to an annuity of $150 a year, to purchase which for a man in his condition, and at his age, $1,500 was required.

An appeal was made on the point whether an insurance policy of $1,000 on the life of the son should be taken into account in assessing the damages. The amount of the policy had been paid to the father, the plaintiff. This question had not been raised on the pleadings, although it had been adverted to in the evidence. The Court would not consider it, and the Court of Appeal declined to interfere.

(Gillanders vs. Quebec Central Railway, 28th June, 1906, Court of Appeal.)

Guarding of Machinery.

Plaintiff sued defendant for loss of three fingers, which had to be amputated after being crushed in a calender for rolling rubber, on which plaintiff was working. He had been working some eight days on the machine before the accident happened. In the course of his work plaintiff carelessly put his hand in a place he did not intend to and it was caught in some cog-wheels and injured. He was inexperienced and had to stoop to perform his work, and, therefore, naturally rested his hand on some part of the machine for support.

This action on the part of the plaintiff, the Court held, the defendant should have anticipated an inexperienced workman would be guilty of, and therefore was in fault in not covering the cog-wheels.

Inasmuch, however, as plaintiff was equally at fault with defendant the damages were divided and plaintiff was awarded $999.50.

(McAllindon vs. Wire & Cable Co., 26th June, 1906, Archibald, J.)

Desertion of Service through Illness.

A boy of 17 was accused before the Recorder by his employer, a cigar manufacturer, with desertion of his employment. The accused explained to the magistrate

that it was owing to a malady from which he suffered and which was incompatible with his continuing his work, that he had quit his service. In support of his assertion he produced the evidence of a physician. The Recorder dismissed the complaint with costs against the complainant, adding that the remedy against the apprentice, if any, was a civil one.

(Rex vs. Chritine, 24th June, 1906, Recorder's Court).

Compensation for Injuries.

In a case noted in the February number of the *Labour Gazette** the question of entry of judgment was reserved to the Court of Review by the trial judge, under the provisions of the Civil Code.

The plaintiff contended that she was entitled to judgment on the findings of the jury, while the defendant was insistent that the judgment should be in its favour, or that there should be a new trial on the ground that there was not evidence to support the findings, or that the findings were inconsistent.

The majority of the Court of Review has just disposed of the case by directing that judgment should be entered for plaintiff for $12,500, the amount of the verdict.

(Regan vs. Montreal L. H. & P. Co., 30th June, 1906, Court of Review.)

Fatal Injuries While Seeking Work.

The Court of Review has reversed a judgment at the trial awarding $200 damages to the mother of a young man, her only support, who was killed while seeking work on a wharf. The son was approaching a barge which defendant, who is a stevedore, was unloading, with the intention of applying for a job. A crane which was being used in the operation of unloading broke and fell on him and killed him.

The Court held that the defendant could not be held liable for the killing of plaintiff's son, as the latter was not at the place where he was killed with the permission or under the instructions of the defendant.

(Duchesne vs. Monet, 30th June, 1906, Court of Review.)

*Page 940.

ONTARIO CASES.

Damages Based on Alleged Faulty Plans of Architect.

The Court of Appeal for Ontario has affirmed a judgment of the trial judge and of the Divisional Court on appeal therefrom in a case which is of much interest to labour circles. The facts may be briefly stated as follows:—The defendants being desirous of building a mill, obtained from the owner of a mill of the desired character in the same vicinity the plans used by him which had been prepared by architects of high standing, and then proceeded to build in general accordance with these plans, employing an experienced builder. After the walls and roof had been completed, the machinery was brought into the building through large door openings left unclosed for that purpose. During a violent storm, however, the wind rushed in through the openings, forced off the roof, and the walls fell, the plaintiff's husband, a boilermaker, being killed.

There was contradictory expert evidence as to the mode of construction and as to the doing of mason work in winter.

The Court held that leaving the openings for the introduction of the machinery was not, under the circumstances, a negligent act, and also that there was no liability by reason of the mode of construction, even if it was defective, the owner being entitled to rely on the skill of competent architects and builders.

(Valiquette vs. Fraser, 16th June, 1906, Court of Appeal.)

Accident due to Lack of Inspection.

In the case noted at page 1178 of the April, 1906, number of the *Labour Gazette*, the Court of Appeal has ordered a new trial.

(Cassleman vs. Barry; 29th June, 1906; Court of Appeal)

Collapse of Scaffold.

At the London Spring Assizes a jury awarded $2,000 damages to the plaintiff, the widow of a workman killed in the employ of the defendant, the contractor for a new military stores building. The deceased, who was a bricklayer, was working on a scaffolding when it collapsed, throwing him to the ground killing him instantly. The evidence went to show that the scaffolding was not properly ad-

justed and that the defendant was negligent in respect thereto. The damages were apportioned, $1,000 to the widow and $200 to each of five minor children.

(Northey vs. Martyn; London Spring Assizes.)

Defect in Machinery.

A Divisional Court affirmed the verdict and judgment at the trial in an action brought by a workman against his employers to recover damages for personal injuries sustained in the course of his employment. The jury found that there was a defect in a pulley used in connection with an electric crane, which plaintiff was running, but also found that plaintiff was guilty of negligence which caused or contributed to the accident. On this latter finding defendants contended they were entitled either to a non-suit or judgment in their favour.

(Wilson vs. Hamilton Steel Co.; 24th April, 1906.)

Injuries caused by Collapse of Structure erected by Workman.

The Court of Appeal has affirmed a judgment of a Divisional Court, by which a verdict and judgment at the trial in favour of plaintiff were set aside and a non-suit entered.

The action was brought by a boilermaker in the employ of the defendants, who, while engaged at the boiler house of the Toronto Railway Company in doing some work for his employers, assisted in erecting a scaffold, through which some six weeks later he fell, receiving serious injuries, for which the jury assessed damages at $1,500. The Court held that inasmuch as plaintiff knew or should have known that the lumber, with which he himself had constructed the scaffold, was defective, through which defect the accident happened, he was in a sense the author of his own wrong and could not recover.

(Keiller vs. John Inglis Co.; 29th June, 1906; Court of Appeal.)

Defect in Machine.

In a case noted at page 1062 of the *Labour Gazette* for March, 1906, the judgment of the Divisional Court has been affirmed by the Court of Appeal.

(Connell vs. Ontario Lantern Co.; 29th June, 1906, Court of Appeal.)

Superintendence under Workman's Compensation Act.

The Court of Appeal has varied the judgment in a case noted at page 1288 of the May, 1906, number of the *Labour Gazette,* by reducing the damages awarded to the sum of $1,100.

(Shea vs. Inglis; 29th June, 1906; Court of Appeal.)

BRITISH COLUMBIA CASE.

Case Arising Out of Strike of Telephone Operators.

A case of particular interest to telephone operators was heard in the Small Debts Court at Vancouver recently. It was in the nature of a test case in connection with a strike of operators of the British Columbia Telephone Company.

The action was brought by one of the operators to recover one month's wages, $30, and plaintiff testified that the manager of the company had told her she must either leave the Union or leave the Company's employ; she sought to have the Court find that this was the cause of her leaving her position. She remained in the service of the Company after receipt of the above communication. Later a meeting of the officers of the Union was held, a strike ordered, and the plaintiff and other operators went out in obedience thereto.

The Magistrate, while holding that the mere fact that the employee was a member of a Labour Union would not justify the Company in dismissing her, held upon the evidence that the plaintiff had discharged herself by leaving the Company's employ in obedience to the strike order, and did not leave by reason of anything said to her by the manager. She was therefore not entitled to the wages claimed.

(Carnahan vs. B. C. Telephone Co.; 11th May, 1906, Alexander, P. M.)

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THE

LABOUR GAZETTE

AUGUST, 1906

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JULY, 1906.

I.—GENERAL SUMMARY.

AT no period in many years past has general employment been more active or the industrial and commercial outlook more promising throughout the entire Dominion than during the month of July. This was particularly the case among unskilled labour, owing to the unprecedented extent of railway construction operations in progress, and the advent of the season of greatest activity in the agricultural industry, the crop yield giving every promise of being the heaviest in the history of the Dominion. In the mining, lumbering and manufacturing industries, also, the month was exceptionally busy in almost all branches and in all parts of the Dominion, while railway and steamboat employees reported one of the most active summer seasons on record, with earnings of companies very heavy. In the fishing industry conditions were fair on the Atlantic Coast, and the run of sockeye salmon had begun in British Columbia, creating a wide demand for men. Civic improvement work on an extensive scale was in progress at many points, and the amount of building promised to exceed largely that of any previous year.

An increasing scarcity of workmen, more particularly of unskilled labourers, was an important feature of the month in many sections of the country and in a number of the most important branches of industry. In the Maritime Provinces, farm hands were in demand, and some embarrassment was caused in certain of the Nova Scotia collieries and steel plants by a shortage of loaders and other unskilled labourers. In Quebec and Ontario farmers in many sections were unable to secure help for the harvest, in connection more particularly with haying and the small fruits crop, notwithstanding that the wages offered were higher than in any previous year. Manufacturing establishments, owing to the recent expansion in the industry, were also reported short of help in some localities, and the demand for men in connection with railway construction, especially in the neighbourhood of La Tuque, Que., was very heavy. It was also found very difficult to secure a sufficient number of men to work in the woods during the approaching winter season in the lumbering industry, and wages were considerably higher than last year; a number of sawmills in Ontario and Quebec were also short of help. It was in the sections north and west of Lake Superior however, that the stringency in connection with railway construction and agricultural operations was chiefly felt. Several of the contractors engaged on the construction of the National Transcontinental line and on the extension of existing lines, found it exceedingly difficult and in some cases impossible to obtain the necessary men. Workmen for the handling of explosives, heavy rock work, bridge work and track-laying were especially in demand. In the agricultural industry, preparations for the securing of a suffi-

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cient supply of labour for the harvest had been actively begun and exceptional difficulty was being experienced in carrying out the necessary arrangements, above 20,000 men being called for. In *British Columbia* a similar dearth of men for railway construction work in the southern portion of the province was experienced, and fruit and other farmers were short of help. The metalliferous mines also, in some districts, were unable to be worked to the full extent required by the market owing to the difficulty of obtaining skilled and unskilled labourers, and the salmon canneries on the Fraser River were in many cases working short handed. Domestic servants, hotel and restaurant employees and laundrymen were generally scarce throughout Canada.

Changes in wages and hours.

The following is a statement, by industries and groups of trades, of the more important changes in wages and hours reported to the Department of Labour in July:—

Agriculture.—There was a general increase in the wages of farm labourers in Ontario and Quebec with the advent of the haying season; as high as $2.00 per day with board, or $35.00 per month with board for short term agreements were paid in certain cases.

Fishing.—A rate of 25 cents per fish during July and 20 cents during August was agreed upon for sockeye salmon in British Columbia, as compared with 12½ cents per fish during July and 10 cents during the balance of the season last year.

Lumbering.—In connection with the hiring of men for the lumber camps in Ontario and Quebec wages were about $4.00 per month higher than last year.

Building trades.—Plumbers and steamfitters (50) at Winnipeg, Man., had their wages increased from 35-50 to 40-52½ per hour per 8-hour day from July 3. About 100 builders' labourers at Calgary, Alta., received an increase from 25 to 30 cents per hour, mortar mixers and hod carriers being increased from 30 to 35 cents per hour, working 8 hours per day.

Metal, engineering and shipbuilding trades.—Brass moulders (50-60) at Toronto, Ont., were granted an increase in pay of 5 per cent in the case of workmen receiving $2.50 per day, and 10 per cent in the case of workmen receiving less than that rate. Those receiving over $2.50 per day did not obtain an advance. Horseshoers at Belleville, Ont., advanced their prices.

Civic employees.—Members of the police force at Toronto, Ont., (350) received an increase in salary dating from April 1, 1906, as follows:—

	Before change per annum	After change per annum
Inspectors of divisions.	$1400.00	$1450.00
Sergeant of detectives.	1252.00	1300.00
Sergeants	1150.00	1200.00
Detectives	1150.00	1200.00
Patrol-sergeants	930.75	1000.00
3rd class constables, 1 yr as such	638.75	700.00
4th class constables, 4 yrs as such	730.00	800.00
On completion of 5 yrs service	821.25	900.00

Street cleaners and labourers (15) employed by the municipality of Niagara Falls, Ont., had their wages raised from $1.50 to $1.75 per 9-hour day on July 16.

General transport.—Motormen and conductors (150) at Quebec, Que., received an increase amounting to ½-¾ cent per hour.

Unskilled labour.—There was an advance at many points in the wages paid to unskilled labour, the rates being on the whole higher than at the corresponding period in many years past.

Early closing arrangements went into effect in a large number of localities during the past month; the classes chiefly affected were retail clerks, barbers and factory employees. A by-law was passed by the Ottawa Municipal Council, providing that all barber shops within the municipality must be closed on every day of the week between the hours of 8 p.m. and 6 a.m., except on Saturdays and on days preceding holidays. This by-law was passed in compliance with a petition signed by not less than three-fourths of the occupiers of barber shops. For violation of the by-law, a fine was imposed of not less than $1 and not more than $50, or, if the amount of the penalty be not recoverable, to imprisonment for not more than six months.

Cost of living.

General prices were firm during July. Sheet metals of all kinds maintained their strength with a few advances. Pig-lead

and lead pipe were upward. Cheese reached the highest price of the season at several points, and dairy produce, hogs, etc., were very high. Flour was also advanced at some points, and fish and ice were higher than for some time past. Rentals were generally very high, owing to the prevailing scarcity of workingmen's houses both in the cities and in many of the smaller towns of the Dominion. In connection with the erection of houses to meet this demand an important factor was the high price of lumber; in Western Canada and British Columbia the Shingle Manufacturers' Association increased the price of shingles 10 cents per thousand during July.

Interruptions to Industry.

The number of trade disputes in existence during July was eleven less than in June, and there was a decrease of approximately 10,505 in the number of working days lost. Compared with July, 1905, there was a decrease of one in the number of disputes and a decrease of about 21,785 in the number of working days lost.

Among industrial establishments destroyed by fire during July, the following, as reported in the press of the Dominion, may be mentioned:—

Nova Scotia.—Portion of rail mill at Sydney, loss, $3,000.

New Brunswick.—General store at Beresford, loss, $5,000; sawmill at Cole Island, 50 men out of employment; cotton mill at St. John.

Quebec.—Warehouses at Granby, loss, $6,000; bakery at Lachine, loss, $2,500; foundry at Levis; lumber yards and saw mill at Levis, loss, $60,000; business block at Montreal, loss, $50,000; Windsor Hotel at Montreal, loss, $10,000; saw mill at Petite Rivière St. Francois, loss, $20,000; sawmill at Ste. Edwidge de Clifton, loss, $5,000; saw mill at Ste. Flavie station, loss, $4,000; tobacco warehouse at St. Laurent, loss, $30,000; piano factory at Ste. Thérese, loss, $12,000.

Ontario.—Comb factory and novelty works at Berlin, loss, $5,000, 25 hands out of employment; cheese factory at Brockville, loss, $2,600; flour mill and evaporator at Colborne; stores and stock at Coldwater; cotton mill at Cornwall; barns, etc. in Darlington Township, loss, $3,500; saw mill at Goderich, loss, $15,000; carpet store house at Hamilton, loss, $2,000; corundum wheel works at Hamilton, loss, $3,000; talc mill at Hillsboro, loss, $150,000; portion of Queen's University at Kingston, loss, $75,000; business block and stock at Listowel; store and stock at London, loss, $12,000; elevator at Pakenham, loss, $90,000; printing office at Toronto, loss, $1,500; paint warehouse at Toronto, loss, $15,000.

Manitoba.—Gypsum mills at Gypsumville, 50 men out of employment; stables, etc. at Notre Dame de Lourdes; sash and door factory at Winnipeg, loss, $15,000.

Saskatchewan.—Flour mill at Arcola, loss, $20,000.

Alberta.—Stores, etc. at Stafford's village, loss, $5,000.

British Columbia.—Business portion of Arrowhead, loss, $50,000; saw mill at Cranbrook, loss, $50,000; furniture store and stock at Grand Forks, loss, $30,000; warehouse, etc. at Rossland, loss, $25,000.

Conditions in the Industries and Trades

Conditions of employment during July in the several industries and trades throughout Canada, as indicated by the reports of correspondents of the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Farmers had entered upon their season of greatest activity and were very busy haying. A good crop was reported on low lying lands, but on high lands dry weather during the early part of the month, caused some damage and delay in Ontario and the Eastern Provinces. Fall wheat cutting was begun at several points in Ontario at an unusually early date, crop reports being generally favourable. The picking of cherries and other small fruits gave considerable employment, labour for the purpose being unusually scarce in Ontario; cherries in the Niagara peninsula were an exceptionally heavy yield. In Manitoba, Saskatchewan and Alberta, the outlook at the close of the month, according to reports issued by railway companies, grain associations, governmental authorities, etc., was for a heavier yield of grain than in any previous year, and though damage was caused by cut-worm, rust and hail in some localities, the general crop was stated not to have been materially affected thereby. Excellent growing weather prevailed and grain of all sorts was reported well headed. The harvest was expected to be about a week earlier than last year and cutting will be begun in some sections by the middle of August. It was stated, in connection with the approach of the crop-moving period, that Canadian banks would be in a better position than last year to supply the needed funds, owing to recent increases in circulation. The supply of labour continued scarce, from $20 to $30 per month, and in some cases as high as $35 per month with board being paid in Ontario on short time agreements. Preparations were actively in progress for securing sufficient labourers for the western harvest, it being estimated that some 20,000 to 25,000 extra men would be required.

The dairying branch was very busy owing to the high price of cheese and the generally favourable conditions prevailing. With regard to the outlook for fruit, it was stated by the Fruit Division of the Department of Agriculture, Canada, that apples and pears would be only a fair crop and plums almost a failure. Peaches will be a fair and grapes a good crop. Vegetables gave prospects of a fair yield in Ontario, with tomatoes a heavy crop, though beans will be light. The honey crop, it was stated, would be a failure throughout Canada. A refrigerator car service has been arranged for the benefit of fruit shippers by the Department of Agriculture, Canada, the cost of icing cars for fruit for export up to $5.00, being paid by the Government. Space in the Government cheese cool curing rooms was reported in keen demand.

Fishing.

The Twillingate fleet fishing on the north-east coast, was stated to have had a poor season and the spring catch of cod will be on the whole below the average, though fair catches were taken off the coast in some localities. Mackerel and herring were plentiful off the Nova Scotia coast, and harbour salmon were taken in larger quantities in New Brunswick than in many years past. The lobster fishermen finished their season in Prince Edward Island and elsewhere; the catch was reported somewhat below the average, but high prices prevailed. In British Columbia the sockeye season opened on the Fraser River, but up to the third week of the month only light catches had been made by the traps off Vancouver Island and by the river fishermen.* Certain of the canneries reported difficulty in obtaining a sufficient supply of labour. The prices paid to fishermen were 25 cents per fish during July and 20 cents during August. In view of the comparatively small pack that is expected and the light stocks carried over from last year, the market for tinned salmon was active. Whale fishing was reported very prosperous off Vancouver Island.

The British Columbia Fisheries Commission, appointed by the Dominion Government, continued its sessions at Vancouver, B.C. In the course of the month an investigation of the canneries operating in the Fraser River district was carried out, from a hygenic and sanitary standpoint, at the instance of the Dominion Government, and in a report forwarded by members of the commission to the Department it was stated that the sanitary condition of the canneries, without exception, was found very satisfactory, the salmon being packed while thoroughly fresh and wholesome and placed in cans in a most cleanly manner. The Provincial Government Board of Health maintains a continuous and systematic inspection of the canneries each year.

Lumbering.

Sawmills were working to full capacity in Ontario and the eastern provinces, and the cut will be a heavy one notwithstanding that considerable quantities of logs were left in the upper waters of the rivers, especially in New Brunswick. Preparations for the season of 1906-07 in the woods had been begun in Ontario and men for the camps were reported very scarce, notwithstanding that the wages offered in some localities were on an average $4.00 per month higher than last year. Some scarcity of men was also experienced by the sawmills in Quebec and Ontario. In British Columbia the output of the mills was limited only by the supply of logs available; the sawmills were running night and day in many localities and new logging camps were being established to meet the exceptional demand.*

An Order in Council was recently passed by the Dominion Government with the object of encouraging the establishment of small sawmills in Manitoba, Saskatchewan, Alberta and in the railway belt of British Columbia, with a view to securing for settlers a cheap supply of lumber.

Mining.

Very busy conditions continued in the Nova Scotia collieries and shipments showed a heavy increase compared with the corresponding period of 1905. Up to June 30, 1906, the increase in shipments of the

* See reports of New Westminster and Victoria, B.C. correspondents in present issue.

* See reports of Vancouver and Victoria, B.C., correspondents in present issue.

Dominion Coal Company for the year was stated to show a gain of 24 per cent over last year, in the case of the Nova Scotia Steel and Coal Company a gain of 41 per cent., and in the case of the Drummond mines a gain of 58 per cent. Labourers were in demand at a number of important mining centres. In Quebec also it was stated that additional men could find employment in the asbestos mining camps; mica mining in this province was also very active. Unprecedented activity prevailed in Hastings and Frontenac counties in Ontario, and at Cobalt the activity reported in previous months of the season continued. An important discovery of minerals, including gold, was reported from the vicinity of Lake Opastica, north of Lake Temiscamingue. Activity in the oil districts of Ontario and Alberta was very pronounced. In British Columbia the output of coal from the Crow's Nest Pass collieries was heavy and on Vancouver Island employment was fairly steady. The metalliferous mines were very active, many properties in the Slocan and other districts being worked which had been in idleness for some time past. From reports received from the extreme northern portion of British Columbia the following wages were current:—

Foremen	$5.00 per day
Pipers	4.50 "
Blacksmiths	4.00 "
Carpenters	3.50 "
Labourers	3.00 "

To the above must be added $1.25 per day for each man's board. Employees were in demand in most of the metalliferous camps. Very favourable reports were received with regard to the annual clean-up in the Yukon Territory.

Manufacturing.

Manufacturing establishments in all parts of the Dominion were exceedingly busy, the output being reported greater than at any period in the history of the industry. Over-time was worked in a large number of factories. Especially active were iron and steel working establishments, cement factories, sash and door factories, brickyards and other establishments for the manufacture of building material. In several sections large additions to plant were under construction, and additional employees were being taken on at many points.

An investigation was conducted by the Dominion Government into the products of Canadian meat packing establishments with the result that these were found to be uniformly wholesome and free from adulteration. Establishments of this character have been unusually busy during the past three months.

Railway Construction.

Railway construction operations continued to increase in extent and activity, and the increasing demand for labour and material in this connection affected, directly or indirectly, to a marked degree, the leading centres of industry and the general market for labour throughout the Dominion. The number of men employed in the actual work of construction was largely increased during the month, and it was stated that additional numbers will be given employment as the season advances, in connection more particularly with the construction of the National Transcontinental line. It was roughly estimated that some 10,000 men were employed in connection with contracts let for the new Transcontinental line and that about 4,000 men were employed on construction work by the Canadian Pacific Railway Company in Western Canada. In connection with several of the contracts the securing of an adequate supply of labour, as above stated, was reported a serious problem, especially when taken in conjunction with the heavy demand for men for the western harvest. In Ontario and British Colum-

TABLE SHOWING STATE OF EMPLOYMENT IN CANADA

[This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, in the several trades and industries throughout the Dominion. This table has reference only to the amount of treated under separate headings in the *Gazette*. In tabulating the information in question the terms employed able or unfavourable, as follows: (1) active, busy, very busy, (2) quiet, dull, very dull.]

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	.....	.....	.....	Very busy	Very busy	.....	Active
Halifax	Busy	Active	Active	.....	Active	.....	(1) Active
Amherst	Active	.....	.....	.....	Very busy	.....	Very busy
Prince Edward Island—							
Charlottetown	Busy	Active	.....	.....	Active	Busy	Active
NewBrunswick—							
Moncton	Busy	.....	Busy	.....	Active	Active	Active
Chatham	Busy	Active	Very busy	Active	.....	.....	Quiet
St. John	Busy	Active	Very busy	.....	Busy	Busy	(3) Active
Quebec—							
Quebec	Busy	.....	Very busy	Active	Active	Very busy	Active
Three Rivers	Busy	Active	Very busy	Quiet	Active	Very busy	Active
Sherbrooke	Busy	.....	Busy	Very busy	Busy	Busy	Busy
St. Hyacinthe	Busy	.....	.....	.....	Very busy	Busy	Active
Montreal	.....	.....	.....	.....	Busy	.....	Very busy
Hull	Busy	.....	Very busy	Very busy	Very busy	.....	Busy
Ontario—							
Ottawa	Busy	.....	Very busy	.....	Busy	Active	Very busy
Kingston	Busy	Active	Dull	Busy	Busy	Active	Active
Belleville	Busy	.....	Busy	Very busy	Very busy	.....	Very busy
Peterborough	Busy	Busy	Very busy	Quiet	Very busy	Active	Very busy
Toronto	Very busy	.....	.....	.....	Very Busy	Very busy	Very Busy
Niagara Falls	Very busy	.....	.....	.....	Busy	Busy	Quiet
St. Catharines	Busy	.....	.....	.....	Active	Busy	Busy
Hamilton	Busy	.....	.....	.....	Busy	Busy	Busy
Brantford	Busy	.....	.....	.....	Very busy	.....	Busy
Guelph	Very busy	.....	.....	.....	Busy	Busy	Busy
Berlin	Very busy	.....	.....	.....	Very busy	.....	Very busy
Woodstock	Very busy	.....	.....	.....	Very busy	Busy	Busy
Stratford	Busy	.....	.....	.....	Busy	.....	Busy
London	Very busy	.....	.....	.....	Very busy	Busy	Very busy
St. Thomas	Busy	.....	.....	.....	Busy	Busy	Active
Chatham	Very busy	.....	.....	.....	.....	Active	Dull
Windsor	Busy	.....	.....	.....	Active	.....	Active
Sault Ste. Marie	Active	Dull	Quiet	.....	Very busy	.....	Busy
Manitoba—							
Winnipeg	Very busy	.....	.....	.....	Very busy	Very busy	Very busy
Brandon	Very busy	.....	.....	.....	Busy	Very busy	Very busy
Saskatchewan—							
Moose Jaw	Very busy	.....	.....	.....	.....	Very busy	Very busy
Alberta—							
Calgary	Busy	.....	.....	Very busy	.....	Busy	Very busy
Edmonton	Busy	.....	Very busy	.....	Busy	Very busy	Very busy
British Columbia—							
Nelson	Busy	.....	Very busy	Very busy	.....	Busy	.....
New Westminster	Busy	Active	Very busy	.....	.....	Busy	Active
Vancouver	Busy	Active	Very busy	Busy	Active	.....	Very busy
Victoria	Very busy	Busy	Very busy	Busy	Active	Active	Active
Nanaimo	Busy	Active	Very busy	Active	.....	.....	Dull

(1) Plasterers dull. (2) Shipbuilders dull.

DURING THE MONTH OF JULY, 1906.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, SERIES G., No. 32.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment employment prevailing, no account being taken of wages changes, trade disputes and kindred phenomena are divided into two groups, the order indicating in each the degree to which general conditions were favour-

Metal, Engineering-Ship-building.	Wood-working.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	Active	Very busy
Active	Active	Active	Active	.....	.....	Active	Active	Very busy
Very busy	Very busy	Very busy	.....	.....	.....	.....	.....	Busy
Active	Active	Busy	Active	Active	Active	Active	Active	Active
Active	Active	Active	Active	Active	Quiet	Busy	Active	Busy
Quiet	Quiet	Active	Active	Active	Active	Busy	Active	Busy
Active	Busy	Busy	Active	Active	Active	Busy	Active	Busy
Active	.....	Dull	Active	Active	Active	Busy	Busy	Very busy
Active	Busy	Busy	Busy	Busy	Quiet	Busy	Busy	Busy
Busy	Busy	Active	Busy	Busy	.....	Busy	Active	Very busy
Active	Active	Very busy	Busy	Busy	Busy	Active	Busy	Very busy
Busy	Active	Active	Active	Active	Active	Very busy	Busy	Very busy
.....	.....	.....	.....	.....	.....	Busy	.....	Very busy
Busy	Very busy	Active	Quiet	.....	Busy	Busy	Busy	Very busy
(2) Active	Active	Busy	Active	Busy	Active	Very busy	Active	Very busy
Busy	Busy	Busy	Very busy	Active	Busy	Very busy	Busy	Very busy
Active	Busy	Active	Active	Active	Active	Active	Active	Busy
Very busy	Busy	Quiet	Quiet	Active	Active	Busy	Quiet	Busy
Active	Active	Active	Active	Busy	.....	Busy	Busy	Quiet
Active	Active	Busy	Busy	Active	Active	Busy	Quiet	Active
Active	Busy	Very busy	(4) Active	Active	Busy	Busy	Busy	Very busy
Busy	Active	Busy	Quiet	Active	Active	Busy	Active	Busy
Busy	Active	Active	Quiet	Active	.....	.....	Quiet	Busy
Busy	Very busy	Busy	Busy	Busy	Active	.....	Busy	Very busy
Active	Busy	Very busy	Quiet	Busy	Quiet	Busy	Active	Busy
Active	Busy	Busy	Very busy	Very busy	Quiet	Busy	Active	Busy
Very busy	Very busy	Active	Very busy	Quiet	.....	Busy	.....	Busy
Active	Active	Very busy	Quiet	Active	.....	Busy	Active	Active
Quiet	Active	Active	Quiet	Active	Active	Active	Active	Quiet
Active	Busy	Very busy	Active	Busy	Active	Active	Busy	Busy
Active	Active	Active	Active	Active	.....	Very busy	Active	Active
Active	Very busy	Busy	Busy	Active	Busy	Very busy	Busy	Very busy
Active	Active	Active	Active	Active	Quiet	Busy	Active	Very busy
Busy	Busy	Busy	Busy	Busy	Busy	Very busy	Busy	Very busy
Busy	Busy	Active	Busy	Busy	Active	Very busy	Busy	Very busy
Busy	Busy	Busy	Busy	Busy	.....	Very busy	Busy	Very busy
.....	.....	.....	.....	.....	.....	.....	.....	Very busy
Active	Busy	Active	Active	Busy	Active	Busy	Active	Very busy
Active	Active	Quiet	Active	Active	Active	Busy	Active	Active
Active	Very busy	Busy	Busy	Active	Busy	Busy	Active	Very busy
Active	Active	Quiet	Quiet	.....	.....	Active	.....	Active

(3) Masons, bricklayers, plasterers, builders' labourers, dull. (4) Tailors quiet.

bia, also, operations continued very active in connection with the branch lines under construction, and track repairing and betterments were on an extensive scale.

The following is a statement of the several contracts for material awarded by the Commissioners of the Transcontinental Railway up to August 1:—

Date of Contract 1906	Contractor.	Address.	Quantity.	Amount.
July 27	Dominion Iron & Steel Co.	Sydney, N. S.	33,000 gross tons steel rails.	$1,127,000.00
" 26	Nova Scotia Steel and Coal Co.	New Glasgow, N.S.	1,217 gross tons splice bars.	57,247.68
" 20	Gananoque Bolt Co.	Gananoque, Ont.	310,000 lbs. track bolts and nuts.	10,635.28
" 30	Toronto Bolt and Forging Co.	Toronto, Ont.	202,800 lbs. track bolts and nuts.	7,300.80
" 20	Peck Rolling Mills Co.	Montreal, Que.	1,188,200 lbs. track spikes.	29,705.00
" 25	Hamilton Steel and Iron Co.	Hamilton, Ont.	729,000 lbs. track spikes.	18,589.50
" 30	Toronto Bolt and Forging Co.	Toronto, Ont.	728,900 lbs. track spikes.	18,586.95
" 27	Montreal Rolling Mills Co.	Montreal, Que.	728,900 lbs. track spikes.	18,536.95

Heavy orders for box cars and other rolling stock were placed by the Canadian Northern and other railway companies during July and extensive repairs were also in progress in view of the exceptionally heavy demand for cars which is anticipated in connection with the moving of the western grain crop of the present season.

General Transport.

Railway employees had a very busy month and were reported in demand in certain sections in Western Canada. Tourist traffic gave increased employment for the crews of passenger trains and steamboats, though the distribution of immigrants afforded less employment than in the earlier months of the season. Freight traffic, as indicated by railway, canal (*) and port returns, was very heavy. At Montreal, Que., an increase of 32,605 tons in seagoing tonnage and of 108,889 tons in inland tonnage compared with last year was reported up to the middle of July.

Railway earnings showed a considerable increase compared with last year. At the conclusion of the financial year of the Canadian Pacific Railway Company on June 30, gross earnings of $61,612,410, compared with $50,481,882 in 1904-05, were reported. The net earnings were stated to be $23,362,410, compared with $15,475,088 in the previous year.

* See report of Sault Ste. Marie, Ont., correspondent in present issue.

The Trades.

Building.—The several branches with only local exceptions had a very busy month. In several of the large centres the number and value of building permits issued exceeded any previous year, and active employment for the balance of the season was already assured. Bricklayers, masons, carpenters and builders' labourers were, on the whole, the classes which were particularly busy during July.

Metal, engineering and shipbuilding.—Iron moulders, iron workers, machinists and employees of metal working establishments generally, had a very busy month. Shipbuilders in some sections were less active than in the earlier months of the season, especially in connection with repair work. Electrical workers and linemen were very busy.

Woodworking and furnishing.—Carriage and wagon workers, furniture makers and employees of woodworking establishments, had a busy month.

Printing and allied.—Employment among printers, pressmen, stereotypers, etc., varied considerably according to locality, but the month, on the whole, was a favourable one. Bookbinders had a good month and electrotypers, photo engravers, etc., a fair month.

Clothing.—Journeymen tailors were well employed for the season; garment workers,

hat and cap makers and employees of boot and shoe establishments had a good month.

Leather.—Tanners, curriers and leather workers generally had a fair month.

Food and tobacco preparation.—Bakers reported improved conditions with prices maintained at the recent advance. Confectioners had a steady trade, many of the factories reporting a larger output than last year, as a result of widening markets and the general prosperity. Employees in fruit and vegetable canneries were rushed. Cigarmakers had a fair month.

Textile.—These trades were busy. A marked expansion in the knit goods industry has recently taken place in Canada, large quantities of winter underwear being supplied to the prairie provinces.

Miscellaneous.—Barbers, hotel and restaurant employees, laundrymen and domestic servants had a very busy month, the last three classes being in demand at many points throughout Canada. Clerks had a fair month, though retail trade was, in some localities affected by midsummer dulness.

Unskilled labour.—The demand for this class largely exceeded the supply in several of the most important centres of industry throughout Canada. The extensive railway operations in progress, the approach of the harvesting season, civic improvement work and the general activity of the lumbering, mining and manufacturing industries contributed in a marked degree to this result, which was felt in almost every section of the Dominion.

Canadian Trade and Revenue.

Foreign trade.—The total imports entered for consumption during June, 1906, were valued at $32,920,981, compared with $28,636,808 in June, 1905. For the fiscal year ending June 30, 1906, the total imports were $290,342,408, compared with $261,911,435 in the preceding year. Total domestic exports during June, 1906, were $27,249,984, compared with $24,756,822 in June, 1905. For the fiscal year ended June 30, 1906, total domestic exports were $235,483,956, compared with $190,854,946 in 1905. In addition, foreign goods were exported to the value of $21,102,674, compared with $12,461,926 in the preceding year.

It will be seen that the total foreign trade of Canada was $546,929,038 in 1905-06, as compared with $465,228,307 in 1904-05, viz., an increase of $81,700,731. The chief gain in exports was under the heading of agricultural products, amounting to $24,068,187.

A convention was ratified on July 12, 1906, between Great Britain and Japan, having for its object the application to Canada of the provisions of the treaty of commerce and navigation between the two countries signed on July 16, 1894. By the provisions in this treaty the duties on certain articles named cannot be altered during its continuance, that is not before July, 1911.

Imperial trade.—According to returns published by the British Board of Trade, imports from Canada into the United Kingdom during June, 1906, were as follows.—

Articles	Quantities	Value
Cattle	21,318	£369,472
Sheep and lambs	1,450	2,177
Horses	24	1,200
Wheat	1,473,800 cwt.	530,460
Wheat, meal and flour.	215,600 "	101,755
Peas	38,520 "	13,842
Bacon	119,818 "	312,678
Hams	30,712 "	79,015
Butter	19,712 "	98,075
Cheese	198,257 "	565,542

According to reports received from commercial agents at the Department of Trade and Commerce, Canada, an exceptionally favourable market was reported in *Great Britain and Newfoundland* for Canadian tinned meats, fish and fruits. Raw hides and leather were also stated to be in demand in the *United Kingdom.* Canadian carriages, cordage, condensed milk, soda biscuits, flour, butter, cheese, hog products, timber, paper, enamelled ware and starch were stated to have favourable openings in the *West Indies.* In *Australasia* a good market was reported for potatoes, apples, oats and flour.

Domestic trade.—The wholesale movement in most lines, except hardware and metals, was seasonably quiet. A good retail business, however, was reported in dry goods, notwithstanding that the farmers were busy in the fields, and the outlook for fall trade in this and other departments was

regarded as most promising, in view of the favourable crop conditions, the heavy output of dairy products and the general activity of industry. Groceries were firm. Payments on the fourth of the month were on the whole well met.

The Canadian bank statement for June showed total assets of $861,602,330, compared with $848,467,612 in May, and liabilities of $698,714,302, compared with $686,813,961 in May. Notes in circulation increased by over $5,000,000 during the month and the amount of public deposits on demand by over $3,000,000.

Revenue.—Total revenue on consolidated fund during July, 1906, was $5,760,321.40 compared with $4,975,083.95, in July, 1905. Expenditure on consolidated fund was $2,848,237.80, compared with $2,980,608.26 in July, 1905.

According to Dun's Review, Canadian failures during the second quarter of 1906 totalled 245 in number with liabilities of $2,295,355, compared with 270 failures for $1,641,066 liabilities in the corresponding quarter of 1905.

Notes.

A convention of the *Maritime Electrical Association* was held at Sydney, N.S., July 18-20.

A convention of Saskatchewan municipalities, for the purpose of forming a *provincial municipal union,* has been called for August 6.

It was announced that the fourth annual convention of the *National Trades and Labour Congress* will be held at St. John, N.B., from September 12 to 15.

The third annual convention of the *Master Painters and Decorators' Association* of Canada was held at Windsor, Ont., on July 24-26.

A bonus of 10 per cent was granted by the *Hudson Bay Company* to all employees who had been 12 consecutive months in its service on May 31, 1906.

An Order in Council was passed by the Dominion Government appointing a special *commission* to take into consideration all matters connected with the *Grain Inspection Act* and the Manitoba Grain Act, with power to visit grain growers and elevators throughout the wheat growing regions, and to enquire into methods of handling grain at the various stations, the distribution of cars, the system of Government inspection, selection of grades, method of handling grain at Port Arthur and elsewhere in Canada and upon its arrival in England, and other matters of importance to the grain growing industry.

The report of His Honour Judge Winchester on the evidence taken in the *civic investigation* recently conducted by him at Toronto, Ont., was presented to the city council on July 9. The document was a voluminous one, and showed that the city, by means of combinations between contractors, architects and supply men, had been defrauded out of considerable sums of money. A number of employees of the city and one ex-alderman were stated to have been guilty of fraud. The contract for the elevators at the city hall was stated to have been awarded as a result of an improper combination, and the sum of $3,000 to have been paid out improperly on the plumbing contract of the city hall, $2,205 on the contract for the St. Lawrence market roof, and $850 on the contract for the roof of the manufacturing building at the exhibitions grounds.

A convention of the Ontario Provincial section of the *Retail Merchants' Association of Canada* was held at Ottawa, Ont., July 3-5. It was reported that the number of branches in Ontario had increased from 65 to 135, with a membership of 2,555, not including Toronto. A number of resolutions were passed relating to trade conditions. On July 5 the delegates, joined by representatives from Montreal, to the number of 120, were granted an interview with the Right Honourable the Prime Minister and requested certain amendments to section 520 of the Criminal Code relating to illegal trade combines, whereby wholesale or retail merchants would be placed on the same footing as combinations of workmen or employees with regard to the application of the law.

The *Ontario Railway and Municipal Board,* under date of July 11, issued a number of rules for regulating its practice and procedure. The rules related among other matters to applications to the Board, hearings, orders, vacations, costs, amendments, adjournments, forms, etc. Schedules of

regulations and forms were appended relating to railway plans and surveys, railway crossings, highway crossings, bridges, tunnels, interlocking systems and specifications for telephone or telegraph wires crossing railway tracks. In pursuance of section 237 of the Ontario Railway Act, 1906, with regard to accidents, regulations were issued requiring companies to give due notice of all accidents, with full particulars relating thereto. If the injured person is an employee, the length and nature of his services, his character, experience, skill and fitness with respect to his occupation at the time of the accident must be given, together with a statement showing how he was engaged at the time of the accident and how long he had been on duty. Other particulars required were, the cause, nature and location of the accident, the names of the killed or injured and of witnesses present, the investigation conducted, and the verdict, if any, returned.*

At a meeting held at Galt, Ont., on July 24, at which over 100 delegates representing different municipalities in southwestern Ontario were present, an association entitled *"The Western Ontario Municipalities Niagara Power Union"* was organized with an executive committee of eight, representing the cities chiefly interested. The meeting was held to consider action to be taken under the recent legislation of the Ontario Government. Resolutions were passed stating the object of the union to be the securing of the co-operation of the different municipalities interested in obtaining the purchase and transmission of electric power through the Hydro-electric Power Commission. It was also resolved that the municipalities represented at the meeting should furnish the executive committee, at as early a date as possible, with an estimate of the amount of power they would require for public lighting, heating and power purposes, and also for manufacturing and other purposes, the committee to procure from the Hydro-electric Commission estimates of the various items of cost and to lay before the municipal councils full information as to the same in order that by-laws may be submitted to the electors authorizing them to enter into contracts for the transmission of power.

*The full text of these regulations was printed in the Ontario Gazette of July 21, 1906, and will later be issued by the commission in pamphlet form.

The annual meeting of the *Montreal branch of the Canadian Manufacturers' Association* was held July 24-25. The question of the seizure of workmen's wages, the establishment of pension funds and other matters concerning capital and labour were discussed in the president's annual address. It was unanimously recommended that the newly appointed executive committee be requested to appoint a sub-committee for the purpose of studying and opposing the proposed Workmen's Compensation Act of Quebec. In the annual report of the executive committee a statement was given of the action of the committee in opposing certain legislation introduced at the last sessions of the Dominion Parliament and of the Quebec Legislature.

At the annual meeting of the *Toronto Branch of the Canadian Manufacturers' Association,* which was held on July 10, an important discussion took place with reference to *technical education* and *workmen's dwellings.* With reference to technical education, the following resolution was passed:—

"Be it resolved, by this, the annual meeting of the Toronto Branch of the Canadian Manufacturers' Association in convention assembled, that recognizing the pressing importance for both workingmen and employers of adequate provision for industrial education, we again endorse the resolution of the general Association which has received the uniform support of the heads of all our leading universities, of organized labour, and of the press of all political shades, respectfully asking for the early appointment by the Dominion Government of a commission on Technical Education; and that a copy of this resolution be forwarded to The Right Hon. Sir Wilfrid Laurier."

With reference to workingmen's dwellings, no resolution was presented, but in the annual address of the chairman, it was stated that the scarcity of moderate priced houses for workingmen was perhaps the most urgent matter calling for action on the part of the branch. He referred to an estimate that in Toronto, there were about 18,000 persons who were actually suffering by reason of high rents. It was declared that the scarcity of dwellings crippled a number of establishments by leaving them short-handed, and prevented new industries establishing in Toronto. It was declared impossible to increase wages in proportion to the rise in rents, and that the only rational remedy was to supply the demand. It was reported that the branch intended to take up the matter of housing and that informal meetings for the discussion of this matter were held during July.

II. REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of July, Mr. A. D. Ross was appointed correspondent to the *Labour Gazette* for Amherst, N.S., and district, and Mr. R. B. Harstone, correspondent for Port Arthur, Ont., Fort William, Ont., and district. The resignation of Mr. Joseph CinqMars, correspondent for Maisonneuve, Que., and district was received.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffat, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during July continued favourable to all classes of workmen, with a dearth of unskilled labour, as in June. The collieries were more affected by the scarcity of loaders and unskilled labourers than the other industries, although complaints were general from all large concerns. The coal and steel industries continued active; coal shipments were well ahead in the early part of the season, but there will be a falling off when the coal heaps at the collieries are exhausted.

The Dominion Steel Company employed the usual number of hands, about 2,800 in all, and the three blast, and ten open hearth furnaces were producing. The rod mill was on single shift, with everything sold and no surplus stock. The rail mill was double shifted, with plenty of orders ahead. The contract for the new Bessemer plant has been let; this will supplement the steel output by 40 per cent. The Nova Scotia Steel Works were active, and some of the departments made record outputs. The colliery is in good condition and will show big advances for the first seven months of this year. Broughton colliery was doing little, Portland was producing 150 tons per day; Inverness was doing well, with an average of 1,000 tons per day. Pictou and Cumberland collieries were active, and Londonderry iron works were busy.

Wholesale and retail trade was good, and shipping active. The Sydney cement works were running night and day, the output averaging 400 barrels per 24 hours.

CO-OPERATION.

The Glace Bay Co-operative Society, Limited, was incorporated by special act of the Province of Nova Scotia in April. The Act incorporating the society is similar to the British Acts governing such societies. The Glace Bay Society rented premises and commenced business on the first day of June, 1906, with a membership of 200, and a paid capital of $4,000. Both membership and capital are rapidly increasing. The July sales exceeded $4,000. Victoria hall in the business centre of the town has been purchased by the society in which to transact its business. As in the British Societies the capital is not withdrawable, but is transferable with the consent of the committee of management.

CONDITION OF PARTICULAR TRADES.

All classes of labour both skilled and unskilled were actively employed during July.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All branches of labour with few exceptions were well employed, with future prospects very promising.

During the half year ending June 30, 1906, there were issued from the City Engineer's office, 181 building and remodelling permits, against 133 for the same period in 1905. The exterior work on the Trachoma Hospital was about completed and inside work begun. Electricians were now at work on the new Custom House and the building will be ready for occupation in a few weeks. Work was begun on the new Chronicle building, but the erection of the building for the Commercial Bank of Canada and the extension of the building of the Union Bank of Halifax were not commenced, owing to preliminary arrangements not being completed. Gangs of

men were employed in the laying down of pavements.

The City Council, at a meeting held on July 10, ratified the granting of a bonus to the Brandram Co., Limited, of England, manufacturers of all kinds of paints, the English firm becoming associated with the local firm under the name of the Brandram-Henderson Co., Limited. The Trades and Labour Council decided to appoint a committee to wait upon the Premier to endeavour to secure protection to labour in connection with the granting of the bonus.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy and the crops which did not show so much promise earlier in the season, now seemed fully up to the average.

Fishing.—Fishing was active, mackerel being taken in fair quantities all along the coast; good catches of cod were also reported.

Lumbering.—Average conditions prevailed.

Manufacturing.—A normal month was reported. The Accountant's statement showing the earnings of the Stanfield's Cotton Mills, situated in Truro, since incorporation, was as follows:—

Year	Business	Profits
1902	$177,694.37	$60,410.65
1903	318,637.12	67,566.02
1904	313,868.94	65,975.21
1905	350,500.00	87,000.00

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were more actively engaged than last month, there being but few not fully employed. Carpenters and joiners were busy, but lathers apd plasterers were dull. Painters, decorators and paperhangers were not as busy as during the previous month, the indoor branches especially. Other branches had an average month.

Metal, engineering and shipbuilding.—These trades had a busier month than June, machinists, steam engineers and linemen being well employed. Boilermakers and horseshoers were fairly active. Other branches reported normal conditions.

Woodworking and furnishing.—These trades had an average month.

Printing and allied trades.—Printers, pressmen and bookbinders had an active month, but the supply was equal to the demand, with indications for a falling off during August.

Clothing.—At the regular monthly meeting of the Trades and Labour Council, it was decided to support the journeymen tailors of a well-known firm in the city who were discharged and their places filled by non-union men. Journeymen tailors and garment workers were busy; boot and shoe workers were not as active as usual.

Miscellaneous.—All branches had an average month.

Unskilled labour.—As was the case last month, this class was exceptionally busy.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour were well employed during July, the demand being greater than the supply. In no period in the history of this portion of Nova Scotia, has work been more abundant than during the present summer. The different industries have been taxed to their utmost capacity to fill orders, and a number of them were working day and night. During the present month two new industries have been established, viz., the Amherst Malleable Iron Company, and the Victoria Woodworking Company. The buildings for both these plants are now under course of construction. They are both being constructed of brick and stone, and will be modelled on the most modern lines. The two companies expect to employ about two hundred hands, many of whom will be skilled mechanics. Building operations were very active, there being now in course of construction nearly one hundred dwelling houses, and not a vacant house in town. A new stone church is in course of erection, to cost about $35,000., The Royal Bank of Canada will shortly call for tenders for a stone building to cost in the vicinity of $60,000. Bricklayers, stonemasons, and carpenters were in demand, and good wages were offered to steady men.

All the industries close during the months of July and August at 12 o'clock Saturday.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crops in this vicinity were not as far advanced as the farmers desire, but the heat and local showers of the latter part of the month had a beneficial effect. All products of the farmers find ready sale in the local market, and command good prices. The general complaint is made that farmers do not raise enough to supply the demand. Notwithstanding the advance in the price of wool, sheep and lambs were very scarce.

Manufacturing. — All industries have been working to their full capacity, and some have been forced to put on night-shifts. Business was never more active in the workshops and factories than during this summer. The Rhodes Curry & Company has lately closed a contract with the Grand Trunk Pacific Railway Company for the supply of 2,500 cars, to be delivered over a period of five years, and this with other contracts on hand gives definite assurance of steady work for a long time to come. The Hewson Woollen Company was greatly enlarging its present commodious quarters, and the company is finding it difficult to fill orders. The Amherst Boot and Shoe Company is finding an increasing market in the North-west. It is one of the oldest of the town's industries, having been established in 1867. The month of July was one of the busiest in its history. It is now employing about 250 hands, and the firm's annual output is close to the million mark. A short time ago the Amherst Foundry Company added an enamel plant to its business; the demand for these goods has been so great that already the company's moulding shop has been enlarged, and the capacity doubled. This work requires skilled labour, which commands high wages. The Robb Engineering Company, the Silliker Woodworking Company, and Christie Bros. & Company, and the casket and trunk factory were all reported to have plenty of work and abundant orders.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons had abundant work, and wages were never higher than during the present summer. Carpenters and joiners and all other branches had abundance of work.

Metal, engineering and shipbuilding.—Moulders found very active employment during the month and the outlook for the future was never better. It is anticipated that the supply of product will be greatly less than the demand in a few months to come. Machinists and engineers had steady work.

Woodworking and furnishing.—Building operations have been so brisk that all woodworkers have had abundance of work. Car builders were working night and day to fill orders.

Printing.—Printers had steady employment. A number of female compositors could find employment here.

DISTRICT NOTES.

Chignecto Mines.—The Maritime Coal and Railway Company, with headquarters at Chignecto Mines, eight miles from Amherst, was installing an electric plant at the mouth of the mine to supply the Amherst industries with power.

Pugwash.—This town which is situated thirty miles from Amherst is to have a new industry, viz., a Fertilizer Company, which will manufacture artificial manures, etc. It is expected to be in active operation in about three months.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during July was practically the same as in June, supply and demand being well balanced. Work on the Hillsborough Bridge approaches, the painting of the bridge, and the erection of the new railway station, in connection with the addition to the Prince of Wales College and St. Dunstan's Cathedral, gave employment to a large number of men, the majority being skilled workmen, while the laying down of granolithic pavements in the city kept others busy. Wholesale and retail traders

reported a good month, with the tourist traffic at its height. Throughout the country, the building trades were fairly active. There were no changes in rates of wages or hours of labour, and harmonious relations between employer and employees continued.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Hay-making was general throughout the Island at the close of the month, and the crop will be up to the average.

Fishing.—The lobster season closed in almost every section of the province about the middle of the month. While the catch was scarcely up to the average, the higher price will bring the total value of the output about up to that of last year. Many of the fishermen will continue netting mackerel or catching cod; others will find employment at hay-making while the girls who have been employed in the factories will be available for domestic service.

Manufacturing.—The few factories were operated, the supply of employees equalling the demand.

Railroad construction and employment.—The Montague Branch Railway was approaching completion and a new steel bridge was being finished. At the close of the month, work was in progress on the Hillsborough bridge and minor jobs along the line.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers were fairly busy. Masons, lathers, plasterers, painters, plumbers, stonecutters and builders' labourers were active. Carpenters and joiners reported a busy month.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers were busy. Machinists, engineers, steam engineers, linemen, bicycle workers and blacksmiths were active.

Woodworking and furnishing.—Woodworkers, carriage and wagon workers and car builders were active.

Printing and allied.—Printers and bookbinders were busy.

Clothing.—Journeymen tailors, garment workers and boot and shoe workers reported trade active.

Food and tobacco preparation.—Bakers, confectioners, butchers and tobacco workers were active.

Leather.—Tanners, curriers and saddlers were well employed.

Miscellaneous.—Barbers, clerks, stenographers and hotel employees were busy.

Transport. — All railroad employees, freight-handlers, longshoremen, teamsters and expressmen were active.

Unskilled labour.—Activity prevailed.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of all classes of labour during July was very active, work of all kinds being plentiful, but, as there is a fairly large population to draw from, the supply about balanced the demand. The building trades were active and the outlook for next month was good.

The contract for the construction of the freight car repair shop for the Intercolonial Railway upon the new site was awarded and the first sod turned on July 5. The contract for the erection of the Intercolonial Railway planing mill was also awarded. Sidings have been put in, excavations made, and the work of laying the concrete foundations of both shops begun. Employees of the Intercolonial Railway who were laid off after the fire were being gradually reinstated and at present only about sixty, most of whom were on leave of absence, are unemployed. Owing, however, to the lack of machinery a number of mechanics were obliged to be put on at labourers' pay.

The Humphrey Clothing Company, which started operations about five years ago, has been sold to a Montreal firm. This business gradually increased in importance until last year its staff numbered some eighty operatives, with a pay-roll of $22,000. The new company expects to take charge within a month. The city agrees to bonus the new company to the amount of $1,000 per annum for the next fifteen years if the company pledges to operate the factory for not less than 250 days per

year with a staff of not less than 80 employees and a pay-roll of not less than $20,000 per annum.

Wholesale and retail trade was good. No changes in the rates of wages or hours of labour were reported. The half-holiday on Saturday is not in effect here, except among the clerks in the Intercolonial Railway General Offices. There was no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Weather conditions were good. Grain and potatoes were looking well. The haying season will be somewhat later than usual and very little has been cut. A fair average crop is expected. Apples and other fruits were not showing up as well as expected.

Lumbering.—Milling work was more quiet, but the export of lumber was active.

Manufacturing.—All local factories were active throughout the month.

Railroad construction and employment.—Little construction was being done, but considerable repairs were being carried out.

CONDITION OF PARTICULAR TRADES.

Building.—Employment was steady, the supply in nearly all cases equalling the demand. Carpenters were all working; masons and plasterers were busy and painters had an active month. Plumbers reported fair employment and builders' labourers had a good month.

Metal, engineering and shipbuilding.—Conditions were satisfactory. Foundrymen and machinists had an active month. Electrical workers and linemen were busy.

Woodworking and furnishing. — These trades reported a fair month, being active in most branches.

Printing and allied.—Printers had a good month. Pressmen were active.

Clothing.—Tailors were busy. Garment workers had steady employment.

Food and tobacco preparation.—Bakers reported an active month. Butchers were quiet.

Leather. — Conditions were somewhat dull.

Miscellaneous.—The demand for miscellaneous workmen was not greater than the supply, but barbers, clerks, delivery employees, etc., were busy.

Transport.—All engaged in transportation were busy. Railway crews had a good month owing to heavy passenger and freight traffic. Draymen, teamsters and expressmen were active.

Unskilled labour.—This class found steady employment, with the supply scarcely equal to the demand.

CHATHAM, N.B., AND DISTRICT.

Mr. Theo. DesBrisey, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General activity prevailed in the labour market during July. The sawing and shipping of lumber was at its height, and there was a heavy demand for labourers, who were scarce. No new industries were started during the month. Heavy shipments were made, and bank clearings were very satisfactory. Wholesale and retail trade was reported good. There were no changes in rates of wages or hours of labour reported during the month, and no strikes or lock-outs.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season has been favourable for all kinds of farming, and the crops are in excellent condition.

Fishing.—This industry was reported active with fish plentiful.

Lumbering.—Activity prevailed in this industry, planing and sawing mills having all they could do. A general increase in the price of all kinds of lumber has taken place recently.

Mining.—Gold was found at Chatham Junction, and many claims have been staked out.

Other industries.—The rossing mill of the Miramichi Lumber Company is nearing completion and will soon be in operation.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were rather quiet with wages the same as in June.

Metal, engineering and shipbuilding.—Quietness prevailed.

Woodworking and furnishing.—Conditions were not very active.

Printing.—Printers, pressmen and bookbinders were active.

Clothing.—These trades were fairly active.

Food and tobacco preparation.—Bakers and confectioners were fairly active.

Leather.—Tanners and curriers were fairly well employed. A new tanning company has been formed.

Miscellaneous.—Barbers and delivery employees were active. The former charge 10 cents for a shave and 15 cents for a hair cut.

Transport.—Conditions were the same as last month. Ship labourers and longshoremen were in demand at $1.50 to $3 per day. Cab drivers, hackmen and carters were active.

Unskilled.—This class was in demand at $1.25 to $1.50 per day.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market remained about the same as during June, all trades being well employed with the exception of bricklayers and masons. Cushing's box mill resumed work July 13, after being closed down for two weeks, for repairs. The New Brunswick Telephone Company will increase its capital to $1,000,000, issuing $350,000 worth of stock. Fire in the mule spinning room of the Cornwall cotton mill on July 11th destroyed one mule and a large quantity of process cotton, yarn and manufactured cotton. Tourist travel increased and promises to surpass previous years. All steamers and railways were crowded daily, extra cars having to be used to accommodate the people. The arrivals at the port of St. John from British and foreign ports for the fiscal year were:—472 steamers and 982 sailing vessels; from coastwise ports there arrived 861 steamers and 2,403 sailing vessels. The tonnage of the vessels inwards from sea was 944,178, and of coastwise vessels 411,735, a total of 1,355,913 tons. The total receipts from all sources at the St. John Custom House for the fiscal year ending June 30 were:—$1,228,401.95, against $1,100,864.76 for the fiscal year 1904-5. The customs receipts for June show an increase of $10,812.44 over June, 1905. The value of goods shipped through the port of St. John to the United States during the quarter ending June 30, 1906, was $633,139.64, and the value of exports through St. John port to the United States for the fiscal year ending June 30, was $2,431,887.69, an increase of $517,077.55 over the previous year. Bank clearings for the four weeks ending July 26 were $4,970,397, and for the corresponding period last year $4,429,-344, being $541,053, greater in 1906 than in 1905. Reports from the wholesale and retail dealers were encouraging, although at this season of the year business is generally quiet. The school teachers of this city had their salaries increased in sums ranging from $15 to $100 per annum. At a recent meeting of the school trustees it was decided that the enumeration of children of school age, called for under the Compulsory Education Act, be commenced September 17, there will be one enumerator for each ward, who will be paid not exceeding $2 per day. The only strike reported during the month took place on July 14 among some labourers working for the St. John Street Railway Company at Lancaster. There were two gangs at work, and one of them informed the foreman that they would not work by night for less than double their regular pay; as the company thought that night work was not as effective as that done by day, they refused to pay wages greater than time and a half and the work did not go on. The factory inspector visited about twenty industrial establishments for the second time, and found conditions at the several factories, mills and laundries better than on his first visit.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports were that the recent rains have been a great help to the growing crops. The outlook is that the potato crop will be one of the best in years. The corn crop is backward this year, but buckwheat looks well. The oat crop promises well, and the crop of hay will be an average one.

Fishing.—Salmon fishing in the harbour has been very successful, some boats catching as high as fifty fish. Sardines were scarce, especially in Charlotte county.

Lumbering.—It was feared that unless there is a rise of water above Grand Falls the last corporation drive of 4,000,000 feet of logs would not come over the falls. On the Lower Corporation, one contractor has a drive of 6,000,000 of logs at Eel river, and he says that he was considerably handicapped by the scarcity of labour. A statement issued by the Fredericton Boom Company on July 16 showed that with 170 men employed at the Douglas boom 2,190 joints of logs were rafted, while at the Mitchell boom with 140 men employed 1,634 joints were rafted.

Railway construction and employment.—Five gangs of men were engaged grading the extension of the York and Carlton railway, and work is about completed on three and a half miles of the road. It is contemplated to have this extension finished and rails laid about October.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, plasterers and builders' labourers were dull. Carpenters and joiners were active, and painters and decorators, plumbers and stonecutters busy.

Metal, engineering and shipbuilding.—All employed in the metal, engineering and kindred trades were active.

Woodworking and furnishing.—Woodworkers and shingle weavers were busy.

Printing.—Printers, pressmen and bookbinders were busy.

Clothing.—Journeymen tailors were active.

Food and tobacco preparation.—Bakers and confectioners were active.

Leather.—Tanners and curriers were fairly busy.

Transport. — Railroad trainmen, telegraphers, switchmen, trackmen and freight-handlers were very busy. Steamboat men and firemen were very busy. Street railway employees, teamsters and expressmen were busy.

Unskilled.—This class was busy.

DISTRICT NOTES.

Fredericton.—The Light Company has decided to expend $10,000 within the next few months improving its plant for supplying electric light for commercial purposes. The improvements will include the complete duplication of the present light plant. A contract has been signed for a two hundred horse-power slow speed engine, manufactured by the Laurie Company, of Montreal.

Harvey.—The Harvey Telephone Company has been formed. The company's line will be eleven miles long, extending from Harvey station to York Mills, taking in all the stores on the road. Ten telephones will be installed.

Sackville.—Building operations were very active, four new residences being in course of erection. The basement storey of the "Tribune" building has been completed.

QUEBEC, QUE., AND DISTRICT.

Messrs. Edward Little and P. J. Jobin, Correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial and labour conditions showed an increase in activity during July compared with June. Weather conditions were very favourable for outside work, and unskilled labour was in active demand, owing to the unusual amount of railway construction and other large undertakings in progress in the district.

Some 20 unskilled labourers employed in the construction of a new wing to the Ross Rifle Company's factory, who were paid $1.25 per day for ten hours, demanded an increase of 25 cents per day, and, on being refused, stopped work. The men obtained employment elsewhere and their places were filled by others at an increased rate.

Motormen and conductors (150) employed by the Quebec Light and Power Company, received an increase of ¾c. per hour in the case of men who have been in the employ of the company for two years and over, and ½c. per hour in the case of men who have been employed under two years. Negotiations leading to the change were

conducted between the company and a representative of the men.

Work of filling-in the sand behind the breakwater extension of the Canadian Pacific Railway Company was nearing completion.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy haymaking. The crop was an excellent one in low-lying land, but poor on high lands, as a result of the dry weather. On the whole it will be below the average in this district.

Lumbering.—The large sawmills of the district were working night and day and the output will be much greater than last year.

Mining.—A number of prospecting parties have been at work in the Chibougami district.

CONDITION OF PARTICULAR TRADES.

Building.—The several branches were very well employed.

Metal, engineering and shipbuilding.—Iron workers, iron moulders, etc., were active. Electrical workers and linemen were busy. Boilermakers and shipbuilders were very busy.

Printing and allied.—Printers were dull, about thirty men being out of employment. Bookbinders were active.

Clothing.—These trades were active.

Food and tobacco preparation.—Ice drivers were busy. Cigarmakers and tobacco workers were active.

Leather.—Tanners, curriers and leather workers had an active month.

Miscellaneous.—Hotel and restaurant employees were very busy in connection with the tourist traffic. Laundry workers were very busy.

Transport.—Railway employees were active. Ship labourers, longshoremen, etc., were busy. Cab drivers, hackmen, etc., were very busy.

Unskilled labour.—This class was very busy.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, Correspondent, reported as follows:—

Labour during July was in good demand and was more active than in the corresponding month last year. All branches of industry were fully employed, and in nearly every trade there has been a demand for help. The building trade continued very active. The machine trades have been particularly busy, and the demand for experienced help has been greater than the supply. The woollen mills were busy, and notwithstanding the fact that the Paton Mill Company brought out a number of mill hands from Scotland the company could not get enough workmen to keep the full complement of looms running. The railway companies reported a large increase in the number of persons travelling. The Eastern Townships Bank opened two branches in Alberta during the month. During the year ended 30th of June, 1906, the declared exports to the United States from the consular district of Sherbrooke amounted to $1,471,104.36. For the quarter ending June, 1906, the value of the exports was $328,703.42, being an increase of $62,487.59, over the same period in 1905. The principal items were made up as follows:—Asbestos, $164,139; chrome ore, $37,398; lumber, including clapboards, laths, shingles and rough lumber, $37,793.36; fulminate of mercury, $23,490.10; wood pulp, $22,851; hides, $8,268.71; pulpwood, $5,790, and household effects, $3,938. Wholesale trade was very good, and retailers reported business good for the season. A strike for an increase of wages and recognition of the union, extending over a period of three weeks took place at the Dominion Textile Company's works at Magog. The employees of the print works struck in sympathy. At the end of the period mentioned the company granted an increase of from 13 to 14 per cent to the cotton employees and an equivalent advance to those engaged in the print works. The company would not recognize the union, but agreed to deal with any committee of employees, when the necessity for the settlement of any grievance should arise.

The city valuators have finished their work for 1906. The increase in taxable property for the year is over $250,000. The valuators also take a census of the population, and their figures show that the population is now 13,950, or an increase of 581 over 1905. In the last three years the population has increased about 900.

At the July meeting of the City Council a statement of the finances of the water department, which was acquired by the city in 1897, was presented. When the city took over the works the rates were reduced, besides large improvements were made giving a better fire protection, and otherwise improving the service. It was shown that after meeting all liabilities there was a balance of $40,000, which it was decided to invest in bonds of the city which would give a return of 4 per cent., or 1 per cent. more than the bank allows.

The Modern Bedstead Company is preparing to move to Cornwall, Ont. The Company entered into an agreement to move to that city provided it was given a bonus and exemption from taxes. The vote stood, 597 in favour of the by-law, and 25 against it. The company, whose business has largely increased in Sherbrooke since it began operations a few years ago, came before the ratepayers of Sherbrooke for a bonus, but the by-law was voted down.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Most farmers were well advanced with haying. The crop was reported to be very good and fully up to that of last year; other crops were doing well and provided favourable weather is experienced will be equal to that of any of the best years in the past. There was still a demand for help, notwithstanding that the Government agent for the townships, who was appointed this year, has filled over 400 vacancies, with immigrants in the past three months.

Lumbering. — Lumbermen were busy shipping pulpwood and other lumber. There was a big demand for the former for home consumption.

Manufacturing.—The various manufacturing industries were very busy. The woollen mills were running full time, with some heavy orders ahead. The Carpet Company's mills were fully employed, as were also the bobbin works.

Mining.—The asbestos mines at Thetford Mines, and Black Lake, were running full time and more men would be employed if they could be secured.

Railroad Construction and employment.—Railroad work such as grading and repairing the track gave employment to many men. Work has been commenced on the extensive improvements to the Grand Trunk Railway Company's yards here; these call for the removal of the freight sheds so that additional sidings may be built. The cost is estimated at over $10,000. These improvements are necessary owing to the large increase in through and local traffic.

Other industries.—The Jenckes Machine Company, which has the contract for the new power house and water wheels at the station of the Sherbrooke Power, Light and Heat Company, has some forty men employed. When the plant is completed the company expects to have double the power it has now available. The cost will be between $50,000 and $60,000.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers and plasterers have been busy, as were plumbers, stonecutters and builders' labourers, with painters and decorators active.

Metal, engineering and shipbuilding.—Iron moulders and machinists were busy, and the three machine shops have some heavy orders on hand that will ensure this condition for some time to come. Electrical workers, linemen, blacksmiths and horseshoers were active.

Woodworking and furnishing.—Woodworkers, upholsterers, wood carvers, carriage makers and pattern makers were busy.

Printing.—Printers, pressmen and bookbinders had an active month.

Clothing.—Journeymen tailors and garment workers were busy.

Food and tobacco preparation.—Bakers, confectioners, ice handlers, and cigarmakers were busy.

Miscellaneous.—Barbers, clerks, stenographers, and delivery employees were ac-

tive, and hotel and laundry workers were very busy.

Transport.—All branches had a busy month.

Unskilled.—This class was much in demand.

DISTRICT NOTES.

Potton Springs.—Track laying was started on the first division of the southern extension of the Orford Mountain Railway.

THREE RIVERS, QUE., AND DISTRICT.

Mr. John Ryan, Sr., Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour during July compared favourably with June. All wishing to work were well employed at good wages. A number of vessels were loading and unloading coal, lumber, sulphur, etc., which caused considerable activity in shipping circles. The construction of the St. Maurice Valley Railway was being rapidly advanced; the road is nearly completed to St. Etienne des Gres (Gres Falls Village), and work trains and many workmen were being employed. Manufacturing establishments, both here and in the district, have been kept active. Planing mills had all they could do to keep up with orders, and sawmills have been running night and day all month. Transportation, shipments, bank clearings, etc., were favourable, while wholesale and retail trade was very active, especially the latter. There were no changes in the rates of wages or hours of labour, and no strikes or lock-outs.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops promise well. Hay to some extent has been winter killed and will not render over 50 to 60 per cent of the usual crop; this condition is mainly attributable to the cold spring and lack of rain in June. The meadow crops of hay are fair, and the south shore crop excellent. The cutting of hay was commenced in many parts of the district. The potato and the fruit crops promise well.

Fishing.—This industry was sufficiently active to meet the local demand.

Lumbering.—This industry was very active, and hundreds of men were employed on the drives, which have been fairly successful so far, but the water is now too low to allow the completion of the drives, and it seems certain that many thousand logs will be left in the streams.

Mining.—This industry was quiet; at Kennedy Creek work has been suspended.

Railroad construction and employment.—Railroad construction work was being rapidly forwarded on the St. Maurice Valley Railway, and employment was fairly abundant.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters and joiners were busy, but the other trades were only fairly employed.

Metal, engineering and shipbuilding.—Iron moulders were rather inactive, but with iron workers and helpers work was fairly active. Machinists and engineers had steady employment, as had steam engineers. Electrical workers and linemen were moderately busy. Metal polishers, brass workers and blacksmiths were busy. Sheet metal workers were very slack at the commencement of the month, but improved somewhat later. Bicycle workers and horseshoers were busy, and jewellers fairly busy.

Woodworking and furnishing.—Woodworkers were busy, with varnishers and polishers fairly active, and upholsterers, wood carvers, carriage and wagon makers, pattern makers and coopers dull. Shingle weavers were fairly busy in the district.

Printing.—Printers were fairly busy all month, and pressmen had steady employment.

Clothing.—Journeymen tailors and garment workers were very busy, as were glove makers, but boot and shoe workers were only fairly busy.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters were steadily employed. Ice handlers were very active, and cigarmakers and tobacco workers were fairly well employed the whole month.

Leather.—Tanners and curriers, leather workers and saddlers found conditions rather dull.

Miscellaneous.—Barbers were busy, and clerks and stonegraphers dull. Delivery employees were busy, hotel and restaurant, and theatre employees had a fairly good month, and laundry workers had steady employment.

Transport.—All engaged in the transportation service were active, and cab drivers, hackmen, carters and draymen were fairly busy.

Unskilled.—There was employment for all willing to work at fair wages.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was very active during July, the different trades being well employed. The building trades were more active than in the preceding month. The metal trades enjoyed exceptional activity and the outlook for the future was bright. Boot and shoe workers were also very busy with numerous orders on hand. Activity was so great with the Penman Company that several departments were obliged to work at night. The St. Hyacinthe Distillery and Vinegar Company continued very active and found a ready market for its products. In the leather industry the Duclos and Payen Company were pushing ahead the erection of additional buildings necessary to meet a widening trade. Unskilled labour was very active; the corporation had a lot of urgent civic improvement work on hand, but the supply was equal to the demand. A factory for the manufacture and tuning of the various tubes and pipes used in the building of organs was under erection. The greater portion of these pipes were up to the present time imported from Europe. Retail trade was fairly active, but in the wholesale trade business had slackened somewhat owing to seasonal causes. Banks were very active and collections were fair. No changes in wages or hours took place and amicable relations continued between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy saving the hay crop which will not be so abundant this year as last owing to drouth, complaints being heard from all parts of the district of lack of rain. The small fruit crop was a complete failure. All farm products were selling well, new potatoes at from $1.00 to $1.20 per bushel, and butter from 24 to 25 cents per pound. On Saturday, July 28, at the cheese board, 1,820 boxes of cheese were sold at 11 5-16 cents and 11 3-8 cents per pound, and 1,014 parcels of butter brought 21¾, 22⅛ and 22¼ cents per pound. Vegetables were fairly abundant and prices were firm. Farm hands were in good demand and prices offered were high, being from $1.50 to $2.00 per day and board. The demand for this class was in excess of the supply in some parts of the district and complaints were heard about the difficulty of securing hands.

Manufacturing. —Manufacturing establishments without exception reported a very active month, all working to full capacity, with full staffs, the latter having been increased in some cases.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons had a quiet month. Carpenters, joiners, lathers and plasters were busier than in June. Painters and paperhangers were active. Plumbers and steamfitters were fairly busy. Stonecutters were dull. Builders' labourers were a little more active than in the preceding month.

Metal and engineering.—Iron moulders, iron workers and helpers, coremakers, machinists and boilermakers were very active. Electrical workers and linemen were very busy. Blacksmiths, horseshoers and engineers were active, as were also jewellers.

Woodworking.—All branches had a very active month.

Printing and allied.—Printers, pressmen, etc., were very active, and over-time was worked.

Clothing.—Journeymen tailors, garment workers and boot and shoe workers reported a very active month.

Food and tobacco preparation.—Bakers, confectioners, butchers and ice deliverers were very active; cigarmakers had a fair month.

Leather.—Tanners and curriers were active and leather workers busy.

Miscellaneous.—These trades were all very active.

General transport.—Railway employees generally had a very active month as had also freight-handlers and delivery employees. Cab drivers, expressmen and teamsters were active.

Unskilled labour.—This class was very active and there was a good demand for men.

MONTREAL, QUE., AND DISTRICT.

Mr. Gustave Audet, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the condition of the labour market during July. Increased activity on the whole, was reported in the different branches of trade and industry, and especially in the building trades where all hands were fully employed.

The following statement shows the activity prevailing in building operations. For the week ending July 2, permits amounting to $141,215.00 were granted. Of these the principal were:

	Value.
1 warehouse	$30,000
1 storage	19,000
1 warehouse	10,000
4 dwellings	8,000

and other buildings varying from $5,000 to $1,000.

For the week ending July 9, permits were granted amounting to $249,552, of which the following were the main ones:

	Value.
1 warehouse	$100,000
1 church	18,000
1 factory	25,000
1 warehouse	36,000
1 convent	20,000
1 dwelling	7,000
1 dwelling	6,000

and other buildings varying from $4,000 downwards.

For the week ended July 16, the permits granted amounted to $437,138, of which the following constituted the largest individual ones:

	Value.
1 dwelling	$19,000
1 warehouse	143,000
1 store	150,000
1 dwelling	20,000
3 dwellings	15,000
1 warehouse	14,000

and other permits varying from $6,000 to $1,000.

For the week ended July 23, permits were issued representing a value of $168,210, of which the largest ones were for:

	Value.
1 dwelling	$75,000
1 stable	15,000
1 dwelling	10,000

and other buildings varying from $5,000 to $1,000.

The total value of permits for the four weeks was $996,115, as compared with $448,095 in 1905, or an increase for 1906 of $548,010.

The Angus shops received lately from the Canadian Pacific Railway an order for sixty cars to cost $400,000. In the week ending on the 16th of the month the construction of 2,000 freight cars was commenced in these shops. These cars are worth on an average $800.00 each thus making the order a $1,600,000 one, or a grand total of $2,000,000 for the two orders above mentioned.

Fancy goods merchants in St. Henri and Ste. Cunegonde wards have decided to close their stores at six p.m., on Tuesdays and Thursdays. There is a municipal by-law which obliges all merchants to close their places of business at seven p.m., on two nights in each week all the year round, but the effect of this by-law has been suspended for some time past awaiting the decision of the courts as to its legality. Messrs. Scroggie & Co., employing over 400 hands, have decided to give a half-holiday on Saturdays during the months of July and August, as also has the firm of Henry Morgan, employing over 500 employees.

The Bricklayers' and Masons' Union made an arrangement with the contractors section of the Builders' Exchange for the purpose of establishing an arbitration and conciliation bureau for the settlement of all differences which may arise between the two bodies. It was agreed that nine hours should constitute a day's labour, which hours may be reduced, by mutual consent, during the winter. The wages will be 45 cents per hour, 50 per cent. more for extra work and double for Sunday work.*

* A special article dealing with this agreement is published elsewhere in the present issue of the *Labour Gazette.*

CONDITION OF PARTICULAR TRADES.

Building.—All the branches of these trades were very active.

Metal, engineering and shipbuilding.—Iron moulders, iron workers, coremakers, machinists and engineers and steam engineers were very busy, as well as metal polishers, blacksmiths, boilermakers, iron shipbuilders, shipwrights, caulkers, sheet metal workers, tool sharpeners, horseshoers and jewellers. Electrical workers and linemen were active.

Woodworking and furnishing. — These trades were active.

Printing and allied.—Printers, pressmen, bookbinders, etc., reported active conditions.

Clothing.—Journeymen tailors, garment workers and hat makers were busy; boot and shoe workers were active.

Food and tobacco preparation.—In these trades all hands were actively engaged.

Leather.—Activity prevailed.

Miscellaneous. — Barbers, stenographers and delivery employees were active. Hotel and restaurant and laundry workers were very active. Furriers were busy.

Transport. — Stemboat employees, ship labourers, longshoremen and street railway employees were very active, and cab drivers, hackmen, teamsters and expressmen active.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferriere, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

July saw no diminution of industrial activity and labour was very busy, there being a pronounced scarcity of men. Local employment bureaus were sending agents to recruit for the required help in the lower part of the province, and especially in the Saguenay district, which has frequently been a source of supply for this market. Trade and commerce were equally active. A number of cases were entered in the high court of late by wholesalers against retailers for debts, but it was asserted that this was not an indication of money stringency or dullness in trade, but rather an indication that the retailer is better off, and more independent of the wholesale dealer. The banks stated that payments were more active than at the same date in previous years. There were a few transactions of considerable importance on the money market, viz., the sale of some $30,000 or $40,000 worth of debentures by the corporation of Hull to the Bank of Ottawa; also the loan of $20,000, by a private individual of Ottawa, to a Papineauville electric firm, being indications of the abundance of money and the general confidence in the future.

The Woods Company, Limited, of Ottawa, has secured special advantages from the corporation of Hull and will have before next May a large plant in operation, turning out shantymen's supplies, woollen goods, etc. The company obtained exemption of taxation on all its works and improvements in excess of an assessment of $25,000, both for municipal and water purposes. The company may build to the extent of $1,000,000, but for fifteen years it will not be assessed above $25,000; the reduction in water rates, however, will only hold good for domestic purposes, that is, for the use of the cottages the company intend building for its leading employees on the shop grounds.

The Cement Works Company cannot keep up with orders and was working day and night. It was stated that the company will be compelled to enlarge its plant considerably to meet the increasing demand for its product. Shipments last month amounted to 48,000 barrels, and the shipments this month exceeded 50,000 barrels. The record day for production was in July when 2,900 barrels were turned out.

A great impetus was given to iron mining in the County of Wright in July. These mines have been idle for the past twenty-seven years, although they at one time supplied the market at Cleveland. Lately, however, a party of Americans have been core-boring the whole mining district at Ironsides, the workingmen being pledged not to divulge the result to the public.

Scarcity of labour was felt especially in the logging industry. Wages are already $4 in excess of last year's rate, and none can be induced to hire. The wages at present offered are from $26 to $32 per month and board. A firm in Hull advertised for

300 men but failed to secure that number. Another firm wants 75 men, but so far has failed to secure them. It is said that Transcontinental Railway is absorbing the local supply.

The last assessment roll of the City of Hull puts the taxable property at $3,326,720, an increase of $150,000 over that of last year. The taxable property, temporarily exempt for industrial purposes, is assessed at $1,932,620, and the property exempt by law, such as churches and schools, is put at $680,615, making a total approximate assessment of about $6,000,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops, especially hay, are beyond expectation.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were very active, with painters in demand. Union wages prevailed.

OTTAWA, ONT., AND DISTRICT.

Mr. T. W. Quayle, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial and commercial conditions were exceedingly busy during July. There was apparently an abundance of work for everyone and the outlook for autumn and winter was such as to stimulate trade. The factories and foundries were active, and the only indication of quietness was in connection with trades, such as the tailoring, which are normally slack between seasons. Bank reports were very satisfactory, country paper having been as a rule promptly met.

The crop outlook was exceptionally promising, although there was some complaint that pasturage was suffering from dry weather, making a marked decrease in the supply of milk and dairy produce. Prices, however, were not affected.

A by-law was pased by the City Council, making it obligatory on all barber shops to close at 8 o'clock on all nights except Saturdays and the night before a holiday. This affected chiefly a number of small shops in the outskirts, as nearly all the central shops had been closing at that hour. Considerable objection to the by-law was made by barbers in Dalhousie Ward, the barbers of this section working at some other avocation in many cases during the day and working as barbers at night. There are in all sixty-seven shops in the city.

An estimate has been made that at least 7,000 wage and salary earners in Ottawa enjoy the Saturday half-holiday. A very large proportion have it the year round. The men employed by the city on streets, sidewalk construction, etc., applied for the Saturday half-holiday but the request was refused. They will be allowed to quit work at 4 instead of 5 on that day. The shortness of the season, and the high wages paid were urged against further concessions at present.

There have been 97 estimates for local improvements passed by the City Council up to the present date, including a large amount of permanent pavement.

The proposed merger of the Ottawa Electric and Ottawa Gas Companies for the purpose of management has been consummated. While practically one, both companies will maintain their individual status, owing to certain provisions of the charters.

It was announced that a branch of the Indestructible Fibre Ware Factory of Massena, N.Y., would be established in Ottawa. A site was secured on Victoria Island and operations will commence shortly. The company will place specialties on the Canadian market.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The lumber mills were working to their utmost capacity. The supply of labour was somewhat scarce.

Railway construction.—Work has been started on the contract for the construction of the branch of the Canadian Northern Railway from Hawkesbury to Ottawa. The distance from Montreal to Ottawa by this route will be 109 miles, two miles shorter than the present lines.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were very busy, and there was enough work on hand to

maintain the present rush throughout the season.

Metal, engineering and shipbuilding.—All the iron trades were busy.

Woodworking and furnishing. — The woodworking trades were busy. Car builders were exceptionally active. The Ottawa Car Works were very busy on outside orders and have work enough for months.

Printing.—These trades were steadily employed.

Clothing.—Quietness prevailed.

Leather.—These trades were busy.

Transport.—The men engaged in transportation were steadily employed and preparations were in progress for a busy autumn.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the labour market during July compared with June, there being abundant opportunity for employment in all lines. In the case of agricultural labourers, the supply was not equal to the demand. There was also a dearth of labourers for civic improvement work. At the end of the month only one-third of the new gas mains provided for in the light plant extensions were completed. A large gang of men was constantly employed. The light committee will shortly award tenders for the bulk of the electrical and gas supplies, including large machinery and the gas holder. The installation of these will cause a still further demand for skilled and unskilled labour.

A statement made at the thirty-second annual meeting of the Oddfellows Relief Association of this city, held on July 19, showed an increase in membership of 1,742 and $50,000 added to the reserve fund.

During the month a site was recommended for a rifle range at Barrefield, in order that all might be in readiness for next year's camp.

The first city directory, printed and bound in Kingston is now being distributed. It contains 477 more names than that of last year. Only the names of people over 18 years are published, and married women are excluded from the list. In 1896 there were 6,635 such names in the city, last year, they had increased to 8,249; this year the number is 8,726. The business directory shows that the manufacture of many commodities, from a railway locomotive to a paper box, is carried on. There are 17 legal firms, 17 barber shops, 35 hotels, 44 licensed carters, 135 dressmakers, 26 butchers, 54 contractors, 13 dentists, 99 grocers, 18 laundries, and 17 tailors.

There were no strikes, lock-outs, or changes in the rates of wages or hours of labour during July.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy and the crop outlook was excellent. It was extremely difficult to secure sufficient help. From $2 to $4 per day was being offered for experienced farm hands.

Fishing.—Active conditions prevailed.

Lumbering.—Lumbering was reported dull.

Mining.—Conditions were quiet.

Railroad construction and employment.—Activity was reported.

CONDITION OF PARTICULAR TRADES.

Building.—The several branches were active.

Metal, engineering and shipbuilding.—These trades were well employed. Shipbuilding and repairing was dull.

Woodworking and furnishing. — These trades reported an active month.

Printing.—Printers were busy.

Clothing.—These trades were active.

Food and tobacco preparation.—Bakers and cigarmakers were busy.

Leather.—Tanners had an active month.

Miscellaneous.—Barbers, broom makers, and hotel and laundry workers were active.

Transport.—All branches were very active.

Unskilled labour.—This class was very busy.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions generally during July, in this city and district, were busier than at the same time in years. There were no men necessarily idle in the city. In the building trades employment was seldom so active. A number of skilled mechanics were brought into the city during the month owing to the prevailing scarcity. The Belleville rolling mills, which have recently come under new management, were receiving and cutting up a large amount of scrap iron, and in a short time the furnaces will be started, two new furnaces being now under construction. The company has 44 hands on its pay-roll, eleven of them being skilled, five from the city and six from outside. About three carloads of scrap iron arrive daily. Considerable new machinery has been installed, and there is a splendid outlook for these works. A large number of men were employed on the construction of the new $35,000 house of refuge, mostly bricklayers, stonemasons, carpenters and labourers. The extensions to the gas mains employed a large number of labourers, $20,000 being expended on this work. The City Council at its last meeting in July voted another $10,000 for the purpose of building granolithic pavements; this makes $20,000 to be used for this purpose this season. A number of improvements were started on Albert College employing nearly all classes of skilled and unskilled labour. The Belleville Hardware Company reported an excellent month's business, with all departments running to full capacity as well as full time. Messrs. Marsh & Henthorne, founders, found it difficult to secure skilled workmen and some machinists were brought from Montreal, the firm experiencing great difficulty in keeping up with its orders. The furniture factories were also very active. During July a large gang of Bell Telephone Company's linemen were busy making improvements and extensions. The new vinegar works were almost completed this month and will be ready for occupancy and operation early in August. The canning factories employed large numbers, both men and women, during July in putting down berries and canning peas, and some of them worked night and day.

About 50 lumbermen were employed this month sorting the logs which come down the river. The number of pieces that passed through this year were 92,785, as against 93,551 last year, a decrease of 766 pieces. The men started back to the woods about the last of the month, where they will get out next season's drive. Work at the Belleville cement works is still active and the company found it difficult to get enough men. The erection of the new Baptist church, the corner stone of which was laid on July 5th, gave employment to a large number of bricklayers and stonemasons and carpenters. The dredge "Sir Richard" was busy in the harbour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Nearly all the crops were looking fine, hay being extra good. In some localities there was some dry rot among potatoes, but not to any great extent. Berries and cherries were a short crop, but indications favour a good crop of all varieties of apples.

Lumbering.—This industry was active, there being large numbers of men employed all month putting through the annual drive.

Manufacturing.—Conditions were active.

Mining.—In the northern part of the county mining was never before so active, and practical miners were hard to get. One firm advertised for 50 men.

Railroad construction and employment.—There was very little construction work being done, and consequently very limited additional employment offered.

CONDITION OF PARTICULAR TRADES.

Building.—All branches of the building trades had an exceptionally active month, there being more building operations going on in July than in any similar month for years. There were no men idle in any of the trades with the exception of a few painters, and it is expected that they will be busy next month. Builders' labourers were all employed.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers, and electrical engineers were busy, and telephone linemen were very active. Blacksmiths and boilermakers reported a busy month. Horseshoers were active, and the rates were raised during the month.

Woodworking and furnishing.—These trades reported a very active month, a number of employees having to work overtime. A large number of caskets are made here and sent out for export. Carriage and wagon makers, and coopers were busy, the latter turning out large numbers of apple barrels and cheese boxes.

Printing.—Hand compositors, job printers, and machine operators report all hands working, although July is generally dull. Pressmen had a fair month, and bookbinders busy.

Clothing.—Journeymen tailors reported an excellent month, with some working over-time. Boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners were active, but butchers and meat cutters had a dull month, while ice handlers were active. Cigarmakers had a fairly busy month.

Leather.—Harnessmakers and saddlers reported a busy month.

Miscellaneous.—Barbers were busy and clerks, delivery employees, hotel and restaurant employees, and laundry workers were active.

Transport.—There was little change in railroad work from that of June, the different branches generally having a quiet month. Owing to the large amount of transport business by boat in this district, both of passengers and freight, all classes of steamboat employees were very active. Longshoremen reported a quiet month, but cab drivers and hackmen were busy.

Unskilled was in good demand.

PETERBORO, ONT., AND DISTRICT.

Mr. W. J. Johnston, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been no cessation of work of all kinds. Never in this city has the house building trade been so brisk. The demand for labour considerably exceeded the supply. The greater number of the houses being erected were for workingmen, who were building houses for themselves so as to avoid paying rent. Houses that some years ago rented for $4 or $5 per month, are now renting for $10, and are hard to secure.

The new public school and fire hall were being hurried to completion. The dredging of the Otonabee River continues, and a first-class harbour front was being made. The new sand-lime plant was completed, and commenced operations with a capacity to produce twenty thousand bricks per day. The City Council let contracts for $10,000 worth of sewer work to be completed by autumn. On the Trent Canal a large staff of men were very busy.

The Cordage Company was very busy, being behind with orders. This company employs a very large staff and its pay-roll monthly amounts to $6,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Hay and fall wheat were being harvested and good crops were reported. A shortage of help was felt.

Fishing.—Splendid catches were reported from all parts of the district.

Lumbering.—This industry was very active. A great number of logs were being forwarded, and all mills were running full time.

Manufacturing.—All lines were very active, and a great many shops were working over-time. The Gas Company had large gangs of men at work putting in a new storage tank. This company was also laying three miles of larger sized pipes in several parts of the city. The American Cereal Company was increasing its staff, and was working day and night to keep up with orders. The Peterboro' Cereal Mill Company was enlarging its premises and branching into a new line of industry. This company is doing a large export trade, and has shipped to Australia twelve thousand Canada flakes, as a trial order. The Wm. Hamilton Company was very busy on large orders, and the Peter Hamilton Agricultural Implement Manufacturing Company was very busy

making binders and other harvesting machinery. The different sawmills in the city were working to their full capacity to keep up with local and export trade. The Canadian Electric Company, Peterboro' Shovel Manufacturing Company, G. W. Green Foundry Company, Auburn Woollen Company, Colonial Weaving Company, Ackerman Harness Company, Canoe factories, Central Milling Company, and other smaller industries were all active. The J. J. Turner Company was extremely busy with decoration work in many places during the holiday festivities. A new rolling mill company capitalized at $200,000 is likely to locate in Peterboro if sufficient inducements are offered.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were all active.

Metal, engineering and shipbuilding.—All employees were active or very active, excepting bicycle workers who were quiet.

Printing.—These trades were very well employed in all departments.

Clothing.—Journeymen tailors and garment workers were active, and glove makers quiet, but boot and shoe workers were very active.

Food and tobacco preparation.—Bakers, confectioners, cigarmakers and ice handlers were active. Butchers and meat cutters were also active.

Leather.—Activity prevailed.

Miscellaneous. — Barbers, broommakers, clerks, stenographers, delivery employees, hotel and restaurant employees, and theatre employees were active, and furriers quiet.

Road construction and employment.—All classes were very busy. Teamsters and expressmen, steamboat workers, street railway employees, cab drivers and carters were very active.

Unskilled labour.—Activity prevailed.

DISTRICT NOTES.

Cobourg.—The Crossen Car Company had contracts for one hundred box cars for the Canadian Northern Railway Company, to be delivered in time to assist in moving this year's crops in Western Canada.

Lindsay.—The assessment rate is placed at twenty-eight mills.

Port Hope.—A by-law was carried to exempt the Central Foundry Company from taxes for ten years, excepting school taxes.

Peterboro' District.—Cheese-making in all parts of the district is now a very active industry; thousands of boxes are made and sold for high prices each month to buyers, who send it to all parts of the world. Business and industry was very active throughout the whole country. Market produce is very largely handled, principally new potatoes, beans, pease, beets and berries. New potatoes were 30 cents per peck; butter, 22 cents per lb.; eggs, 18 to 20 cents per dozen; chickens, 75 cents; lettuce, onions, beets, &c., 5 cents per bunch.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There were no marked changes during July from the generally favourable conditions noted during the previous months of the season. Nearly all classes of skilled labour were in demand, though some newcomers have been unable to obtain work.

At a meeting of the Civic League held on July 23, a committee was appointed to draw up plans for an organization to take up the question of erecting an adequate number of workingmen's dwellings. Building permits were issued during June to the approximate value of $1,350,142, compared with $1,303,206 in June, 1905. The total approximate value of the permits issued during the six months from January to June, inclusive, was $6,195,470, as compared with $4,494,326 for the corresponding period of 1905.

The Board of Arbitration appointed by the Toronto Railway Company and its employees to settle the trouble arising over the discharge of men for interfering with Winnipeg strike-breakers, having failed to agree, Judge Mabee has been appointed as fifth arbitrator.

The City of Toronto has applied to the Hydro-electric Power Commission for figures in regard to the price of electric power delivered to the city. The Commission has requested the power companies at Niagara Falls, and the Cataract Power Company to quote prices at which they will deliver power to the Commission, to the minimum of 10,000 horse-power, ready for transmission.

Relations between employers and employed were in the main harmonious.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busy haying. The crop was somewhat later than usual owing to lack of rain in the earlier part of the season, but has turned out well. Wheat harvesting commenced towards the close of the month, following so close upon the haying season as to make the problem of help a very urgent one. As high as $35 per month has been paid for short terms, and men were in great demand. Fruit prospects were good.

Manufacturing. — The factories were practically all busy, some having orders for a long time ahead, with every prospect of continued activity during the fall. The Cudahy Packing Company, of Chicago, has been licensed to do business in Ontario, and will establish a branch at Toronto Junction, making a specialty of beef fluid extracts and other by-products.

Railroad construction and employment. —It was stated that the James Bay Railway will be in a position to give passenger service between Parry Sound and Toronto before the end of August. The Grand Trunk Railway Company is improving its line between Allandale and Toronto, putting in new rails and new girders on the bridges. A big iron bridge is constructed near Bracebridge in place of a smaller wooden one.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades without exception had a busy month.

Metal, engineering and shipbuilding.—Blacksmiths, boilermakers, iron moulders, machinists, structural iron workers and sheet metal workers were all actively employed. Electrical workers had plenty to do. A difficulty which threatened to result in a serious strike arose owing to the employment of non-union men, employees of the Bell Telephone Company, in installing the company's wires in the Traders' Bank building. Workers belonging to unions objected to working with them. The difficulty was averted by taking the Bell Telephone Company's employees off the job. Silversmiths and jewellers were busy. The brass moulders have obtained an increase of 10 per cent in their rates of wages.

Woodworking and furnishing. — These trades had steady work.

Printing.—Printers found work rather slack, but other tradesmen had a good month.

Clothing.—Custom tailors were not so well employed as last month. Garment workers and boot and shoe workers had steady work.

Food and tobacco preparation.—Bakers, butchers, brewery workers, and cigarmakers had a good month.

Leather.—The leather workers continued to have plenty of work.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers were all busy. Clerks, salesmen and warehouse employees were not much in demand, and many immigrants in these lines were out of work.

Transport.—Railroad and steamboat employees, teamsters and street railway employees were active.

Unskilled. — This class was generally well employed.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

July was a most favourable month for industry in this city and district. There were some demands for more men in the building trades and for hotel and restaurant hands, but otherwise the supply of labour was well balanced with the demand.

A local company was organized to manufacture furnaces. The unused buildings of the Niagara Metallic Furniture Com-

pany were secured and were being altered to suit the new industry. The McGlashan-Clarke Company was incorporated with a capital of $100,000, to manufacture cutlery and silverware. Its new factory was nearly completed. The buildings of the Ethinite Company were being rapidly erected.

The building trades were active and factories busy. All lines of transportation were busy, passenger traffic being very heavy and freight business good. Wholesale and retail trade and financial interests were very satisfactory. Wages of street labourers in the city were increased. Additional stores entered into early closing agreements.

Some Grand Trunk trackmen struck because of a dispute with regard to wages. Work was resumed pending an investigation. At Welland one hundred foreign labourers engaged in excavations for the new steel works struck for an increase of pay from $1.50 to $1.75 per day.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fruit-growers and gardeners were having a successful season. Farmers were all busy. The hay crop was light, but grains were good. There was an unsatisfied demand for fruit pickers. The cherry crop was unusually heavy.

Manufacturing. — All manufacturing concerns had a good month. The Niagara Neckwear, Dominion Suspender, Scott Muffler, Ontario Silver and Canadian Shredded Wheat Companies were all running to full capacity and some over-time. The Oneida Community's chain and trap factory was well supplied with orders. The Niagara Falls Machine and Foundry Company booked some heavy orders.

New sand-pits and stone crushers, opened in the vicinity of the city, were all busy and the output of sand, gravel and crushed stone was much heavier than ever before.

Railroad construction and employment.—Railroad construction gave employment to large numbers of men and teams in the district.

Other industries.—Power generated by the Ontario Power Company was transmitted to Syracuse, 150 miles distant. The United States Secretary of War investigated the conditions of electric power development along the Niagara River and the matter of transmission of power generated in Canada to the United States. Temoprary permits for the continued exportation of power already being sent across the line were issued and the investigation is still going on. Final decisions regarding the entry of Canadian power into the United States will be of great importance to Canadian power companies, all of which find a large market for power in the States.

The Electrical Development Company made good progress with the erection of its power-house and the installation of machinery and the other power companies extended their transmission lines and added to the generating plants.

CONDITION OF PARTICULAR TRADES.

Building.—Masons and bricklayers, lathers and stonecutters were all working, but the outlook was not very good in any of the trades. There were demands at times for carpenters and helpers, but at other times men went elsewhere to get work. Plumbers, steam and gas fitters and sheet metal workers were rather quiet. Painters were busy. On the whole, the outlook in the building trades was not very good.

Metal, engineering and shipbuilding.—The local foundry secured some large orders and was running with a full staff of moulders, coremakers and other classes. The machine shop was fairly busy. Steam engineers were quiet, but electrical workers were busy and linemen very active.

Printing.—Work was steady but not very active.

Clothing.—Journeymen tailors were fairly active.

Food and tobacco preparation.—Bakers and butchers were busy. Ice cream factories were very active on local and export orders. Ice men were having a rather quiet summer. The numerous fruit and vegetable canneries, including several new establishments, in different parts of the district, have been rushed with work, employing full staffs and sometimes running day and night. A large number of women, boys and girls and several men were

employed in the orchards, fields and factories.

Miscellaneous.—Barbers were busy and clerks and stenographers had an active month. Delivery employees were well employed. Business was good in hotels, restaurants and boarding houses, and all classes of help for these businesses were in demand. Laundry workers were active.

Transport.—Railway employment was active, all classes of employees being steadily employed. Steamboat lines are having a good season, and employment in this line was very good. Freight-handlers and longshoremen were all working. Electric railway employees were very busy with the rush of summer tourist and excursion business. Teamsters were busy. Hack drivers had a quiet month.

Unskilled labour was not in demand.

DISTRICT NOTES.

Bridgeburg.—About 550 acres of land were bought here as a site for a smelting plant. Men were called for on July 23 to work on the shipbuilding plant.

St. David's and Niagara-on-the-Lake.—Fruit and vegetable preserving factories were extremely busy. Both new and old establishments were running to their full capacity and part of the time were working both day and night.

Welland.—During July and August, all retail stores close at 1 p.m. every Wednesday. The Robertson Bros. Machinery Company was running night and day, filling orders for stationary engines. The Beatty works were very busy, building hoisting machinery, steel drill and dredge hulls and machinery to fit them out. This firm's new plant was well advanced, and will be in operation in a few months. Excavations and other preparatory work for the plant of the Ontario Iron and Steel Company went rapidly forward, despite the delay caused by a strike of labourers. The buildings of the Plymouth Cordage Company were being completed and machinery installed. Scores of new houses and a number of new business blocks were nearing completion. There was a continuation of the rush in all building trades.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. J. A. Wiley, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was very favourable. The building trades continued busy with all hands well employed and work ahead. Railway construction in the city and district, permanent road construction, and civic work was giving employment to all available hands and will continue to do so for the summer season.

It was announced that the Dunnville, Welland Port and Beamsville Electric Railway Company intends to build a line from Lake Erie to Lake Ontario and to establish a fast freight and passenger boat service to Toronto.

Transportation on all railway and steamboat lines was active. Business, both wholesale and retail, was reported good.

The balance of the retail clerks who did not get the Wednesday half-holiday during June will receive it during July and August.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was every indication of heavy crops in nearly all fruits. The early tomato crop was being harvested and was unusually heavy and of good quality. The canneries were busy and were adding to their staffs of employees.

Manufacturing.—Active conditions prevailed.

Railroad construction and employment.—Good progress was being made in the construction of the Niagara, St. Catharines and Toronto Railway branch line from Thorold to Fonthill and Welland and on the relaying of the local line from Thorold to and through the city, giving employment to large gangs of men.

CONDITION OF PARTICULAR TRADES.

Building.—All were well employed.

Metal, engineering and shipbuilding.—Iron moulders, workers and helpers, machinists, engineers, electrical workers, linemen, metal polishers, boiler makers,

sheet metal workers, etc., had an active month.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers, polishers, carriage and wagon makers and coopers were active.

Printing and allied.—Printers, pressmen, machine hands and bookbinders were busy.

Clothing.—Journeymen tailors and boot and shoe workers were active and reported trade better than during the corresponding month last year.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters, ice drivers, cigarmakers and tobacco workers reported trade good.

Leather.—Tanners, curriers and leather workers had steady employment.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees and hotel and restaurant employees were active. Laundry workers had a quiet month.

Transport.—All classes of steam railroad and street railway employees, freight-handlers, steamboat employees, teamsters, expressmen, etc., were active.

Unskilled labour was more active than in June.

DISTRICT NOTES.

Port Dalhousie.—There was little change in the condition of the labour market.

Merritton.—Labour, skilled and unskilled, was active.

Thorold.—Favourable conditions continued in the labour market, all branches having active employment. Business was good. The town council was taking steps to advertise the advantages of the town as a manufacturing centre.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour, skilled and unskilled, had an excellent month. Never in the history of the city has trade and labour enjoyed greater prosperity. Bank clearings, wholesale and retail trade, and business on the markets has been very active. New manufacturing establishments keep coming to the city, and general construction work was very busy. The city has secured the Canadian branch of a $2,500,000 American concern, and has closed a bargain with the Hamilton Steel and Iron Company, under which the company agrees to add a $300,000 addition to its blast furnace. The new concern is a branch of the Berlin Machine Company, of Beloit, Wis., stated to be the largest manufacturers of woodworking machines in the world. The Canadian branch is capitalized at $500,000, and has secured a ten-acre site in the annex. The company has decided to erect six buildings at once of the following dimensions:—300 x 50 feet; 250 x 72 feet; 100 x 30 feet; 200 x 20; 80 x 40, and 200 x 180. The company will give employment to 200 hands.

The strike of lithographers has been called off, and the men returned to work under the former conditions. A small strike of a dozen non-union cement workers employed on the Bank of Hamilton building took place, for an increase in wages from 20 to 27 cents an hour; their places were immediately filled. About 20 builders' labourers on the construction of the Savoy theatre went out on strike after one of their number was killed by the scaffolding giving way; they struck for stronger scaffolding, which was given them. The coremakers employed in several moulding shops are asking for an increase of 25 cents per day; they now receive $2 per day.

The retail clothiers have decided to close their stores on Wednesday afternoons during July and August. During the month a fire occurred at the Hamilton Brass Works, doing damage to the extent of about $800.

City contractors were complaining, not only of the recent increase in the price of lumber of from $1 to $4 a thousand, but also of the time it takes the lumber dealers to fill orders. They stated that work on buildings all over the city was being delayed. The real estate dealers of the city have formed an organization for the purpose of establishing a uniform commission of 2½ per cent. for the sale of property, and a uniform price for securing tenants for houses to rent and collections.

The Good Roads Machinery Company has assigned to W. G. E. Boyd.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busily employed harvesting; crops promise well.

Manufacturing.—Factories and manufacturing establishments were all busy.

Railroad construction and employment.—The construction of the double-track between Hamilton and the Beach was rapidly nearing completion, and some sections were already in use. Large numbers of men were employed, and the company expects that in less than three weeks the entire double system will be in full operation.

CONDITION OF PARTICULAR TRADES.

Building.—Workmen were very busily employed. Many factories and dwellings were being erected. Bricklayers, carpenters, painters, lathers, plasterers, plumbers, steamfitters, and builders' labourers, etc., were very well employed.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, coremakers, machinists, engineers, electrical workers, etc., were fairly busy; also metal polishers, stove mounters, boilermakers, sheet metal workers and horseshoers.

Woodworking and furnishing. — The woodworking trades were fairly busy, including furniture workers, carvers, millmen, varnishers, polishers, pattern makers and coopers.

Printing.—These trades enjoyed a very busy month.

Clothing. — Journeymen tailors were slack, but garment workers enjoyed a good month. Boot and shoe workers had a favourable month.

Food and tobacco preparation.—Bakers were active. Butchers were fairly well employed, fresh meats being in demand, though canned meats were less in demand than usual. Ice handlers were very busy; cigarmakers were active and tobacco workers had a fair month.

Leather.—These trades were busy.

Miscellaneous.—Barbers were busy, and broom-makers active. Hotel and restaurant employees, and laundry workers were busy.

Transport.—Railroad employees, steam and electric, had a busy month. Steamboatmen, engineers and firemen were very busy, and ship labourers and longshoremen active, with teamsters busy.

Unskilled.—This class was very busily employed.

DISTRICT NOTES.

Dundas.—Industrial conditions in Dundas were very active, all factories working full time, and in some cases, over-time. The Grafton Clothing Company has started a coat-shop in Hamilton. In addition there was considerable civic work being done, and many men were being employed in the quarry and on the streets.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labouring men desirous of work were fully employed during July, which compared favourably with the preceding month and the corresponding month of last year. The new plant of the Brantford Roofing Company was completed and was running full force. The woollen mills were closed for about three weeks, about fifty persons being affected. There was exceptional activity in the building trades. The Verity Plough Company has started the construction of a large three-storey addition to its warehouse, in order that the company may be enabled to run its plant to full capacity. Work on the new $20,000 factory for the Screw Manufacturing Company was progressing favourably.

Retail clerks will be given Wednesday afternoon off during July and August; about one hundred and seventy-five persons will be benefited. Shoemakers will also enjoy the Wednesday afternoon holiday during July and August. This is the first year that the shoemakers have taken the half-holiday; about twenty will be affected. Civic labourers to the number of about fifty have the half-day holiday on Saturdays during July, August and September.

The master barbers made an unsuccessful attempt to raise the price of hair cuts

from twenty cents to twenty-five cents. Retail merchants had a good month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy; hay was a good crop and was harvested under favourable conditions. The cutting of grain was well advanced, and there was no marked scarcity of labour.

Manufacturing.—The majority of the factories were very busy. The Cockshutt Plough Company closed for a few days for stock-taking and repairs.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were exceptionally busy. Bricklayers, carpenters, plasterers, painters and plumbers were very busy.

Metal, engineering and shipbuilding.—Iron moulders, coremakers, machinists, electrical workers, linemen, buffers and polishers were busy, and stove mounters were active. Boilermakers and all sheet metal workers were very busy; blacksmiths were well employed, and in some cases were very busy, while horseshoers were active.

Woodworking and furnishing.—Carriage and wagon makers, pattern makers, and coopers were busy.

Printing.—Printers and pressmen were busy.

Clothing.—Journeymen tailors in several shops found trade quiet.

Food and tobacco preparation.—Bakers and butchers, particularly the former, had a busy month. Cigarmakers and tobacco workers were quiet in one shop, and busy in the other two.

Leather.—Saddlers and leather workers had an average month's work, all local men being employed.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant employees, and laundry workers were busy.

Transport.—Railroad trackmen were active, and freight-handlers busy. Street railway employees, carters and teamsters were very busy.

Unskilled.—This class was fully employed.

DISTRICT NOTES.

Paris.—Labour was well employed. The building trades were busy, and the mills ran steadily.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during July was about the same as in June, there being steady work in almost all lines. In some lines of manufacturing the busy season is approaching, and generally speaking manufacturers had a good month. The building trades were fully employed. Work on the new armoury building was well under way, the foundations being nearly in. Retail trade was quiet. There were no wages changes and no unrest during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The harvesting of the hay and wheat crops at the same time caused farmers to be very busy. There has been the regular demand for help this season.

Railroad construction and employment.—The Guelph to Goderich extension of the Canadian Pacific Railway is now open to traffic as far as Elmira.

CONDITION OF PARTICULAR TRADES.

Building.—These trades had a busy month, and the prospects are that the season will be a good one with work ahead until the end of the year for most of these trades. Bricklayers, masons, carpenters, and stonecutters had a busy month, and painters and plumbers an active one.

Metal, engineering and shipbuilding.—The iron trades had a busy month. Moulders, machinists and helpers, and tube mill employees were all steadily employed.

Woodworking and furnishing. — The woodworking trades had an active month with improved conditions in some lines. Piano and organ workers, carriage makers, and upholsterers had a busy month.

Printing.—Printers were active.

Clothing.—Journeymen tailors and garment workers were quiet.

Food and tobacco preparation.—Bakers, confectioners and cigarmakers had an active month.

Miscellaneous.—Barbers, clerks, delivery employees, etc., were quiet, in consequence of the usual falling off as compared with June.

Unskilled.—This class was active, with conditions the same as in June.

BERLIN, ONT., AND DISTRICT.

Mr. Harry Peters, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

In every branch of industry July was characterized by greater activity than in any previous year in the history of Berlin. Skilled workmen in particular were very busy, a number of shops running over-time, and several manufacturers reporting the demand in excess of the output. All branches of the building trades continued particularly active, and there was more labour employed in building and construction work than in any previous year. Unskilled labour found steady employment in outside work and there was a steady demand for more labour. The Forwell Foundry Company will build an addition to its plant so that the capacity will be doubled. The Foster Armstrong Company of Rochester, New York, has purchased the Berlin piano factory, and is proposing to turn out from 100 to 125 instruments per month. On July 21st, J. B. Gateman's Comb factory was totally destroyed by fire. The cigarmakers' strike remains with little change. There has been no changes in rates of wages; nearly all factories are having Saturday half-holiday.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers suffered from electrical storms during the month, crops being blown down and other damage done.

Lumbering.—Mills could hardly meet the demand for local building.

Manufacturing.—Furniture manufacturers are very active for this season. The Interior Hardware Company has been working over-time since early last fall, and is unable to keep up with orders. Shirt and collar manufacturers were very busy, and experienced some difficulty in securing sufficient labour.

CONDITION OF PARTICULAR TRADES.

Building.—Work in all branches was very active; new factories and a large number of dwelling houses were under construction, employing large numbers of bricklayers, masons, carpenters, plumbers, painters, sheet metal workers, etc. Contractors have all the work they can handle for the season, and were refusing contracts daily.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers, steam engineers, and electrical workers were all very active.

Woodworking and furnishing.—Woodworking, upholsterers, varnishers and polishers were busy, a large number working over-time.

Printing.—Printers and pressmen were busy.

Food and tobacco preparation.—Bakers and confectioners were very busy, and butchers and meat cutters active.

Leather.—All were active.

Miscellaneous.—Barbers, broom makers, delivery employees, etc., were busily employed.

Unskilled labour.—This class was well employed, the supply being scarcely equal to the demand.

WOODSTOCK, ONT., AND DISTRICT.

Mr. R. F. Parkinson, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General activity prevailed in all branches of industry during July, labour, both skilled and unskilled, finding plenty of employment at satisfactory wages. Work continued especially active in the manufacturing industry and the building trades, in each branch of which mechanics were fully employed. Somewhat of a scarcity of skilled workmen in the furniture making trade was reported. Street paving and the construction of cement sidewalks

gave employment to a large number of men and teams. Relations between employers and their employees were entirely amicable.

The directors of the Canada Furniture Manufacturers' Company, Limited, have submitted a proposition to the City Council, providing for a loan without interest, in return for which the company will enlarge its present plant here, and furnish employment to 300 more men. The matter of several other proposals from outside industrial concerns is under consideration.

Unusual activity in real estate in the business section of the city prevailed during the month. The competition for stores resulted in a number of important sales, some merchants purchasing the stores in which they were located to hold them.

Wholesale and retail trade had a very satisfactory month despite the fact that July is generally dull.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Among farmers exceptional activity prevailed, harvesting operation being everywhere in progress, with crop conditions excellent. The rain fall of the season was favourable, and unusually large yields are the result. Unprecedented prices prevailed in this district for dairy produce, grains and live stock, cheese selling at 12 cents per pound, and live hogs as high as $7.75 per hundred pounds. The demand for farm help during the month was active, the migration of so many young men to the Canadian North-west having largely depleted many sections of available men. Earlier in the season many yearly contracts were made with immigrants, but latterly the demand has been chiefly for extra help for the harvest season. Wages for farm labour ranged from $20 to $30 per month on short term contracts.

Manufacturing.—The manufacturing industry in most departments continued very active, all factories working full time. Very heavy orders for immediate shipment of agricultural implements, furniture, stoves and musical instruments were received from the North-west, and conditions generally indicate a busy fall season.

Railroad construction and employment.—By-laws will be submitted to the ratepayers of the municipalities of Embro, West Zorra, and St. Mary's, providing for the bonusing of the proposed Embro-St. Mary's Steam Railway, to the extent of $75,000. It is proposed to build this line with money subscribed by local capitalists. All railways had a busy month, the summer traffic being heavy.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were well employed. Bricklayers, stonemasons, carpenters, lathers, and builders' labourers were actively engaged on new buildings. Plumbers and gas fitters became busier as the month advanced.

Metal, engineering and shipbuilding.—Conditions in these trades were satisfactory. Stove workers were more active than during the previous month. Electrical workers were busy, but blacksmiths and horseshoers had less work than usual.

Woodworking and furnishing.—Carriage and wagon makers were employed full time. Wood carvers, varnishers, polishers and furniture makers generally were very busy, there being a slight scarcity of this class of mechanics. Piano and organ workers had a steady month.

Printing.—Printers and pressmen had an especially active month.

Clothing.—Tailors and garment workers were less active, trade conditions being dull from seasonal causes.

Food and tobacco preparation.—Among bakers, confectioners and butchers there was great activity, and cigarmakers had steady employment.

Leather.—Tanners and curriers were busy, and harnessmakers had a rather dull month.

Miscellaneous.—Clerks and delivery employees were not as actively engaged as in June. Furriers found trade quiet, but hotel and restaurant and laundry workers were well employed.

Transport.—All branches were very active.

Unskilled.—In the rural districts unskilled labour was in great demand, and in the city it was generally well employed.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, Correspondent, reported as follows:—

During July the labour market was even more active than in June. The building trades had all the work they could handle. Permits to the value of over $20,000 were issued, including one for the erection of a planing mill to cost $5,000, exclusive of machinery. The manure spreader factory owned by the Massey-Harris Company, of Toronto, will be re-opened in the fall as a binder twine factory, employing about sixty hands to start with. Officials are selecting a site for the erection of a normal school, work to commence shortly. The re-union of the Stratford Old Boys will be held here from the 4th to the 11th of August. Bank clearings were satisfactory, and freight and express shipments heavy. Wholesale and retail merchants reported business very good. There was no change in rates of wages or hours of labour, and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting the fall wheat which is a fairly good crop. The usual number of Indians, men, women and children, have arrived and were engaged in flax pulling. The following are a few current market prices:—

Butter, 20 to 22 cents per lb.
Eggs, 18 cents per doz.
New potatoes, 30 cents per peck.
Harvest apples, 15 cents per peck.
Chickens, 80 cents to $1 per pair.

Manufacturing. — Factories continued active with plenty of orders on hand.

Railroad construction and employment.—No railroad construction was in progress, but several improvements were made by the Grand Trunk Railway Company.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were very busy, and carpenters, lathers and plasterers active. Plumbers, gas fitters, and builders' labourers were fully employed, with painters very busy.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers had a good month, and blacksmiths and boilermakers were active. Electrical workers were fully employed, and horseshoers had a busy month.

Woodworking and furnishing.—Furniture workers, upholsterers, and carvers were busy. Coopers, and carriage and wagon makers were actively employed.

Printing.—All had an active month.

Clothing.—Employees of the four clothing factories reported a busy month, and journeymen tailors were active.

Food and tobacco prepartion.—Business with the bakers and confectioners was very good; butchers and meat cutters, and cigarmakers were busy.

Leather.—Harnessmakers were active.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant employees, and laundry workers had a good month, with a slight demand for the three last.

Transport.—Railroad employees reported a more active month than June, and teamsters were busy.

Unskilled.—This class was well employed.

Palmerston.—The oatmeal mills, which for the past four years have been idle, have been sold and will be fitted up and placed in operation as soon as this year's crop of oats is ready.

Goderich.—The Lumber Company's sawmill, which was recently destroyed by fire, will be rebuilt, as the company had over $10,000 worth of logs in the harbour, and business this year has been good. Another mill at Southampton has also been taken over to help the company to fill orders, and hold its trade.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Active employment for all was the condition reported during July. An exceptional number of new buildings and factories were being erected; 125 building

permits were taken out up to July 20, and it was thought that at least 25 more new buildings were put up. The following resolution was passed by the Manufacturers' Committee:—

"This committee recommends the proposed Canadian Cutlery Company be granted the use of the East End Hall at a rental of $300 per annum, for ten years, with an option to purchase the said building at any time within said period for $6,000; and also be granted a fixed assessment of $6,000, provided that the company employs not less than 100 hands within.. years; and that the fire department be allowed to occupy the present quarters for a period not exceeding two years; and that $40,000 stock in the said company be subscribed by the citizens of London, if possible, and that the stock in trade, machinery and patents be transferred to the proposed said company, which is to be formed with a capital of $100,000, $20,000 of which is to remain in the treasury."

The George White and Sons firm has let contracts for its new boiler and engine works, and work will commence at once. Green, Swift & Company, manufacturers of Ready-to-Wear-Garments, have purchased a block of property, and will commence the erection of a large manufacturing plant at once; the site cost $15,000. In the past six months 666 pieces of property changed hands in London. The assessed value of the same was $847,136, while the consideration was $1,159,626. Customs collections for the past year were:—$855,654, an increase of $48,384, over last year.

There was some friction between the London Street Railway employees and the Company on account of the dismissal of three workers, the employees claiming they were dismissed for belonging to the union. A number of meetings were held, and several conferences with the Manager of the Company, looking towards reinstatement of men.*

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Harvesting was begun in this locality, and a heavy crop is assured. The question of farm help was again agitating the farmers, as it was impossible to get a sufficient supply, and from $20 to $30 per month was offered with board. Many farmers were clubbing together and helping each other to get off their crops. The exodus to the west and to the cities is the chief cause of the short supply.

Railway construction.—A cheque from the Pere Marquette Railway for the sum of $3,149.15, was received by the city, being one quarter's rental for the London and Port Stanley Railway, owned by the city. The Grand Trunk Railway Company has almost completed its improvements on either side of the city, and has laid off some of the hands.

CONDITION OF PARTICULAR TRADES.

Building.—In these trades work was plentiful, but the supply was just equal to the demand for bricklayers. Carpenters were exceptionally busy, with a demand for good men. Lathers, plasterers and painters were busy, and plumbers had more than they could do. Builders' labourers were in demand.

Metal, engineering and shipbuilding.—Iron moulders reported business very active, and iron workers were working night and day shifts. Machinists were exceptionally busy. The large amount of building made electrical workers very busy, and linemen had plenty to do. Metal polishers and stove mounters reported trade improving. Boilermakers reported trade increasing fast.

Woodworking and furnishing.—Woodworkers employed on house work reported orders ahead for two months. Carriage and wagon workers had a good month, a large number of orders for the Northwest having been taken. Car builders had much repair work ahead of them. Coopers were exceptionally busy.

Printing.—Printers have been fairly busy, but pressmen on job work have been slack, though busy on lithograph work. Bookbinders had not much to do.

Clothing.—Journeymen tailors stated that this was the best summer they have had in years. The garment making industry was extending rapidly, and more hands were being put to work. Boot and shoe workers reported trade improving all the time.

Food and tobacco preparation.—Cigarmakers were practically idle during the first week of the month, on account of stock-taking, but towards the latter part of the month they were all working again and trade was good.

*See further statement on article dealing with Trade Disputes of the month in present issue.

Miscellaneous.—Broom makers reported trade good, and furriers were commencing to get busy.

Transport.—Railroad train crews reported a good month, with large amounts of freight and passenger traffic. Teamsters were exceptionally busy. A large number of new hands were being instructed on the street railway.

Unskilled.—This class had plenty of work, a large amount of civic work being under way. A gang of forty men were at work in the fair grounds putting them in order.

DISTRICT NOTES.

Glencoe.—Since the passing of the by-law for the knitting factory several properties have changed hands, and a demand for houses is felt.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was no noticeable change in the condition of the labour market during July compared with June. Weather conditions have been most favourable for all kinds of work, and all classes of labour were well employed. Building operations were chiefly confined to the erection of dwelling houses. Retail merchants reported trade favourable, with a slight decrease in business compared with the corresponding month of last year. Transient visitors have been numerous and added to the amount of general business. Traffic on the railroads continued good, the regular men making full time, and the spare men being fairly well employed. There were no changes in rates of wages or hours of labour, and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers finished haying which proved a plentiful crop. As was anticipated at the commencement of the season the harvest promises to be an exceptionally good one. Fruit will not be so plentiful, but the quality will be first class. The weather has been most favorable to farm work.

Manufacturing. — Conditions in local shops have been normal during July, and the summer promises to be a busy one in the railway shops. The planing mills had a busy month.

Railroad construction and employment. —Construction on the Michigan Central Railway, the Pere Marquette, Wabash, and Grand Trunk railways continued active. A large number of regular crews were employed on the construction trains, thus giving steady work to many of the spare men. Work continued on the South-western Traction Company's lines south of the city, but connection with the city line has not yet been made.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, cement workers, plasterers, lathers, carpenters, plumbers, and painters have been well employed.

Metal, engineering and shipbuilding.—Iron moulders, iron workers, machinists, blacksmiths, and boilermakers were active.

Woodworking and furnishing. — Carriage and wagon makers, and coopers had a quiet month.

Printing.—Job printers had an exceptionally busy month, it being almost impossible to get men to enable firms to keep up with orders. Machine operators were in demand.

Clothing.—Journeymen tailors reported trade quiet.

Food and tobacco preparation.—Bakers, confectioners, and cigarmakers had a busy month; cigar manufacturers found it difficult to supply the demand for goods.

Leather.—Leather workers were quiet.

Miscellaneous.—Barbers reported business good, clerks were fairly well employed, and laundry workers had a busy month.

Unskilled.—Construction work on the different railroads made conditions busy.

CHATHAM, ONT., AND DISTRICT.

Mr. J. R. Snell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were exceptionally quiet for the season of the year. The

building trades were quiet and very few permits were issued, consequently many men in the building trades were only partially employed, while the prospects for a revival were not very bright. Some civic work in the way of paving, building of concrete sidewalks, sewers, etc., was done, but most of these jobs were left over from last year, and are now being finished.

The drilling of new oil wells in Tilbury continued, there being now 31 complete outfits in operation. Some of the wells are reported to be yielding 100 barrels of oil daily. Although oil is of far more value than gas the latter when produced in great quantities is valuable, one of the wells in the Tilbury field has 400 lbs. of rock pressure and raised 80 lbs. of gas in 60 seconds, which tested with a mercury gauge, ran 900,000 feet of gas in a day. Another well of the same company, was open for 60 days, and produced 1,000,000 feet of gas in a day. The total production of this company is 2,500,000 feet of gas. Other companies in the field also reported plenty of gas. Chatham only uses 24,000,000 feet of gas per annum, while the wells of these companies at the present time are producing at the rate of 700,000,000 feet per annum.

A by-law to aid the Keystone Sugar Company by way of a loan of $75,000 was submitted to the ratepayers on the 5th of the present month, and was defeated. The by-law was again submitted to the people, together with a by-law to aid by way of loan of $20,000 the International Electrical Supply Manufacturing Company; both by-laws were defeated.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The splendid weather has been very beneficial to the farmers, all of whom stated that they have splendid crops, and that those yet to be harvested show promise of being quite up to the mark of former years. Hay is a capital crop, while wheat although slightly rusted yielded heavily in some sections, especially through the southern part of the county, and in the remaining localities was well up to, if not, over the yield of last year. The present growers are especially optimistic, as owing to the constant showery weather, the small fruits, usually the most difficult to handle, have been an unusually heavy yield, while continuing over as great a length of time as in any former year. Fruits yet to come in with the exception of plums and peaches are looking well.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons report trade dull. Carpenters, lathers and plasterers and painters were quiet. Plumbers and gas fitters find trade very quiet.

Metal and engineering.—Iron moulders and machinists, electrical workers and linemen were quiet.

Woodworking and furnishing. — Carriage and wagon makers report work quiet, coopers were active.

Printing.—Printers, pressmen and bookbinders were active.

Clothing.—Journeymen tailors, boot and shoe workmen were quiet.

Food and tobacco preparation.—Bakers and confectioners were active.

Leather.—Harnessmakers and saddlers were active.

Miscellaneous.—Barbers were fairly active.

Transport.—All classes of railroad men were active, teamsters and expressmen were quiet.

Unskilled.—There was not much demand for this class. Farm labourers were in good demand, and few were to be obtained.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

With the exception of bricklayers, all trades were well employed. The slackness among bricklayers was owing to the use of cement blocks for building at present prevailing. A firm from Grand Rapids, Mich., leased a plant and began manufacturing plumbers' supplies, employing a few hands. The Bay Chemical Company of Detroit, Mich., formed a Canadian branch and began business about the middle of the month. Great activity prevailed in the iron trades; manufactur-

ers were rushed with orders and were advertising for more men. Wholesale and retail merchants reported trade very active. Banks reported trade good, with paper well met. A union of hod carriers and building labourers was formed during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy, harvesting their crops, which were turning out better than was expected. It was estimated that there would be one quarter more oats produced this year than last. The corn outlook was not very promising, owing to the excessive rains in the spring. The estimated yield was about three-quarters of the average crop. The yield of wheat will be about the average and hay was considered a fair crop. Tobacco raising was carried on extensively and the plants were doing well. The fruit crop was abundant and prices good. The following are a few market prices:—

Butter, 18 to 20c. per lb.
Eggs, 18 to 20c. per doz.
Chickens, 65 to 75c per pair.
Potatoes, 75c. per bushel.
Cherries, $3 per bushel.
Red Raspberries, $2.25 per crate.
Blackberries, $2.75 per crate.

Manufacturing. — All establishments were active.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, masons and stonecutters were a little slack, but carpenters, lathers, plasterers, painters, paperhangers and builders' labourers were all employed. Plumbers and gas and steamfitters reported plenty of work.

Metal, engineering and shipbuilding.—Conditions were active among moulders, iron workers, machinists, steam engineers, metal polishers, brass workers, blacksmiths, sheet metal workers and horseshoers.

Woodworking.—Woodworking establishments were busy. Some of the carriage and wagon shops increased the numbers on their staffs in order to keep up with the demand.

Printing.—Printers and pressmen, especially the job and advertisement hands, were very busy.

Clothing.—Journeymen tailors were not as active as in June, although they were all working.

Food and tobacco preparation.—Bakers, butchers, ice drivers, cigarmakers and tobacco workers had a busy month.

Leather.—Leather workers were all working.

Miscellaneous.—Owing to the races held in the city, barbers, delivery employees, hotel, restaurant and laundry workers had a busy month.

Transport.—All connected with railroads, steamboats and the street railway were fully employed. Carters, teamsters and expressmen were fairly busy.

Unskilled labour.—Was in demand.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fully employed throughout July. The iron and steel works were exceptionally busy, the rail mill of the Lake Superior Corporation having orders on hand for a considerable period in advance. Work on the new canal pier was almost finished; the pier is 830 feet long and will cost about $80,000, the work having been begun in 1905. Trade, wholesale and retail, was satisfactory, but was becoming quiet toward the close of the month. Bank clearings and general shipments were favourable. There were no changes in rates of wages or hours of labour, and no unrest in the labour market.

A by-law was passed by the neighbouring municipality of Steelton, authorizing the issuing of debentures for the construction of a municipal water plant. Tenders for the same have been advertised for. The City Council of Sault Ste. Marie has let the contract for two miles of cement sidewalks, a number of sewers and some street macadamizing. Contracts for a high school to cost $25,000 and for a public school to cost $8,000 were also let. An addition to the public school costing $25,000 was nearing completion. In addition a new Presbyterian church is to be built

at a cost of $25,000, and a number of houses are under construction. On the whole, building was more active than in several years.

The Dominion De Forest Wireless Telegraph Company is erecting a station and expects to have it open for business during August.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops were reported as coming on well.

Fishing.—There are few fishermen employed here.

Lumbering.—Work in the woods was at a standstill.

Mining.—A number of prospects were being worked.

Canal traffic.—Traffic through the Sault Ste. Marie canals during June showed an increase compared with last year of about 1,000,000 net tons, the total amounting to 7,025,235 tons. Total freight for the first three months of the present season amounted to 14,877,780 tons, exceeding last year's showing by 1,500,000 tons.

CONDITION OF PARTICULAR TRADES.

Employment in the skilled trades was on the whole active, more particularly in the building and metal branches.

WINNIPEG, MAN., AND DISTRICT.

Mr. J. Appleton, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a very keen demand for labour during July, the demand on the whole being greater than the supply. As compared with July, 1905, conditions were practically the same, with the exception that manual labour was scarcer this year than last. In the building trades, the supply of men was better than last year.

All factories in the city were active and many of them were employing extra help. The annual exhibition opened on July 23 and most of the local manufacturers had elaborate exhibits, there being a very large increase in the number of local exhibitors.

Work was started upon the new Police Station which will cost approximately $125,000. The Power Committee of the Winnipeg City Council also held one or two meetings and preliminary work upon the development of the Pointe du Bois Falls was decided upon. The Winnipeg City Council has appointed a Water Commission which has authority to make an exhaustive enquiry into the present water supply of the city. It is understood that an engineer will be appointed, having special experience in water works engineering.

A company is being formed under the title of the Western Canneries Company, Limited, with a view of establishing canneries at different points throughout Western Canada. The first one will be erected at Medicine Hat. The promoters of the company stated that enough capital has been subscribed to start operations immediately. A number of small industries were started in Winnipeg during the past month and others were projected. A new bridge over the Red River was commenced by the city and will cost approximately $100,000. It will connect the city with the recently added suburb, Elmwood. The Royal Bank of Canada opened a branch in Winnipeg during July.

The building trades continued to be especially active, although in total permits, the amount reached for this season is not at present as high as it was at the corresponding period last year. Building was affected to some extent by the advance in the price of lumber.

The transportation companies were particularly busy. Binder twine formed a very large proportion of the freight carried and many extra men were employed handling this commodity. Bank clearings continued to show an increase in volume of from 30 to 40 per cent. over those of the previous year.

Wages were steady with the exception of general help which was in very great demand during the fair week and in consequence there was a temporary advance in rates of pay. The printers' and the plumbers' strikes were still on.

On Sunday, July 8, the Winnipeg Electric Railway Company operated its cars for the first time on that day of the week. In accordance with the terms of a statute of the Province of Manitoba they were not allowed to do so except by permission of

the City Council which before giving its consent was compelled to take a vote of the people at large. This vote was taken on June 28, the result being that 2,891 voted in favour and 1,647 against Sunday cars. In accordance with this vote the City Council authorized the Winnipeg Electric Street Railway Company to operate its cars on Sunday, and it availed itself of this privilege on July 8. At the same time the citizens sanctioned a by-law for the establishment of a Board of Control for the City of Winnipeg. It will be comprised of four controllers elected from the city at large, together with the mayor. They will have seats on the City Council, will prepare all estimates for that body, have control over heads of all departments, and exercise other powers. A by-law was also passed authorizing the city council to incur a debt amounting to $3,500,000 for the development of a hydraulic power plant at Point du Bois, on Winnipeg River.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crop prospects were as bright as ever. In some districts there was damage from hail, and in others damage from too much rain. From one or two points there were also reports of red rust, but not to an extent that will materially reduce the yield. In several places barley cutting was commenced and the wheat with suitable weather will be ready for harvesting at many points by the second week in August. As the crop approaches maturity, there is better reason for expecting that the crop of the present season will exceed in bulk that of any previous year, and it is believed by experienced agriculturists that it will be one of the heaviest yields per acre that has yet been reaped. The question of securing sufficient help has been a serious one every year, but the heavier crop of the present year and the larger acreage has created genuine alarm amongst the farmers as to the procuring of help. The Canadian Pacific Railroad Company has arranged for its usual excursion from Eastern Canada and is also giving specially low rates for labourers from Britain.

Railroad construction and employment.—Railroad construction was somewhat hampered by a lack of men. In Winnipeg, surveyors were at work locating an entrance into the city for the Grand Trunk Pacific.

CONDITION OF PARTICULAR TRADES.

Building.—All were busy, with the exception of plumbers. The pressure of the demand for employment was relieved very considerably by the excellent demand for men at points in the new western provinces. On the whole there was not quite so many men employed in Winnipeg as last year.

Metal, engineering and shipbuilding.—The iron trades were all busy and plants were employed to their full capacity. The grain crop stimulated business, and the demand for outside work was far above the average.

Woodworking and furnishing.—All the woodworking mills were running full time and in many cases over-time. Many of the buildings were reaching the stage when the fittings were being installed and this caused activity in many of the factories.

Printing and allied.—All of the printing offices were busy and there were but few men out of employment. Many small establishments were recently started. The Free Press Company was installing a new press which will vastly increase its capacity.

Clothing.—All garment working factories were busy and the volume of their business was increasing. Custom tailors were not as active as during the previous month.

Food and tobacco preparation.—Cigarmakers reported trade very active.

Leather.—Trunk makers and all connected with the leather trades were busy and the prospects of a continuance of activity were good.

Miscellaneous.—In miscellaneous employment, the demand for labour was exceptionally good, largely as a result of the annual exhibition.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month was exceptionally busy in nearly all lines, particularly in the building trades. The building permits issued from the city engineer's office for the six months ending June 30, amounted to a total of $586,677. Many large permits have since been taken out and it is expected that the amount spent on construction will be much larger than in any previous year. Statistics have been compiled relative to the building operations during the last three years, as follows:—

1904	$413,273
1905	428,345
1906 (to July 1st.)	588,667

There have been 39 factories, warehouses, shops, etc., built during the last 2½ years, indicating the growth of this centre as a distributing and manufacturing point. The demand for residential property and building lots continued active. There was activity in all lines of business, and railroad contractors were very busy. Transportation companies and merchants reported trade very good. There were no changes in hours of labour or rates of wages with the exception of a half-holiday during July and August for merchants and their employees. There was no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Excellent growth was reported. Many fields of wheat were from two to three feet high and were nicely out in shot blade. A repetition of last year's heavy crop is confidently looked for. Prospects were reported to be more favourable than at the same time last year. With favourable weather, harvest will be fully under way by the middle of August.

The North-west Threshing Company of Stillwater, Minn., has selected Brandon as the place from which its goods for the Canadian West will be distributed. The International Harvester Company will also build a large distributing house at Brandon.

Manufacturing.—Extensions and additions on a large scale were being made to the plant of the Manitoba Windmill and Pump Company, which is located in this city; machinery was being installed for the purpose of making windmills, grain grinders, steel tanks, and all kinds of iron pumps and cistern foundry work. The staff in July numbered nearly forty, and it was expected that this number would be greatly increased in the near future.

A new hardware company was incorporated during the month, with a capital of $50,000.

Railroad construction.—Railroad construction was progressing satisfactorily. Work on the Canadian Pacific Railway grade east and west of Battleford was being carried on, the grading from the west having reached the Battle River. To cross that stream and keep the necessary level, the Canadian Pacific Railway Company will construct nearly a mile of bridge and trestle work. The concessions of the 'Hill system' have been granted by this city. The requests made were, that two tracks be allowed to be laid on Pacific avenue from 13th to 11th streets, the closing of 12th and 14th streets, and the allowing of a single line of track on Pacific avenue from 11th to 1st streets for the Transcontinental line only.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, paperhangers were very busy. Stonecutters and plumbers had an active month.

Metal, engineering and shipbuilding.—Machinists and sheet metal workers were very busy Horseshoers and jewellers were active. Blacksmiths and boilermakers had a good month.

Woodworking and furnishing.—Woodworkers, upholsterers, and pattern makers were well employed.

Printing and allied.—With printers and pressmen, trade was active.

Clothing.—Journeymen tailors, garment workers and boot and shoe workers had an active month.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters,

cigarmakers and tobacco workers and ice drivers were busily employed.

Leather.—Tanners, leather workers, saddlers and curriers were quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees and laundry workers were active, but furriers had a dull month.

Transport.—Canadian Pacific Railway and Canadian Northern Railway employees were busy. Passenger traffic was heavy. Freight traffic also was heavy, owing to the business in farming implements and machinery. Freight-handlers, cab drivers, draymen, teamsters, expressmen, etc., were active.

Unskilled labour.—The Canadian Pacific Railway Company was in need of men, some 200 being needed for extra gangs and section crews in the west and in the Crow's Nest and the Laggan sections. Building operations in new towns were responsible to a great extent for this deficiency. The dearth will be felt more in August and September, as the harvest time will be on. The Canadian Pacific Railway Company were paying $1.50 per day of ten hours.

DISTRICT NOTES.

Prince Albert.—Settlers were coming to this district in large numbers and business in the city was very active. The contract has been let for a four-storey hotel and another hotel is to be built near the Canadian Northern Railway station.

Medicine Hat.—The Robbins Irrigation Company organized in England is to spend $1,500,000 in improving lands along the Bow and Belly rivers, west and south of Medicine Hat. The company purposes settling English immigrants there, and intends to erect vegetable canning and sugar beet factories in this centre.

MOOSE JAW, SASK., AND DISTRICT.

Mr. Jas. R. Bastien, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general conditions of the labour market showed improvement, and the supply of labour was not equal to the demand, although there was a greater influx of immigration into the district and country than in any previous year. The immigration at North Portal alone for the year ending June 30, was 22,540 actual settlers, and there were 3,197 carloads of settlers' effects entered, at a nominal value of $3,037,150. Of the 22,540 settlers more than half are possessed of more than 320 acres of land, and brought with them from $1,000 to $50,000 each. The immigrants coming from the United States are mostly a class of settlers who will be employers of labour as soon as they are settled on their farms. The works which have been constructed during the earlier part of the year by the city, and those that will be constructed between now and the fall are as follows:—

Duplicate Electric & Power Plant, approximate cost	$22,000
Extension to power house, approximate cost,	4,000
Earth and timber dam on Moose Jaw River, approximate cost	2,993
Sidewalks to the extent	11,000
Sewer extensions to the amount	13,000
Gas well 2,000 feet deep, approximate cost	10,000
Construction culvert on 12th Ave	6,000
Other estimated work on street, etc.,	4,000
	$72,993

There is in the meantime a petition being circulated requesting the council to pass a by-law appropriating $19,000 for the construction of a new fire hall, and $90,000 for the purpose of re-enforcing the present water supply.

Building operations during the past year were equal, and perhaps greater, than at any time before.

Beginning June 13th, by mutual agreement, the merchants and all business firms in the city, with the exception of one building supply firm and a harness store, closed at 3 o'clock every Wednesday afternoon.

There was an increase in the minimum rates paid to the passenger conductors in the service of the Canadian Pacific Railway Company during June; prior to receiving the new minimum rate, which is $140 per month, conductors were receiving $125 per month. Day labourers receive from $2 to $2.25 per day, and secure board at from $4 to $4.50 per week. There is every indication of another heavy crop, which will give employment to thousands of workpeople for some time to come. Wages have a tendency to increase in agri-

cultural work, and there was a good demand for experienced farm hands at $25 to $30 per month with board for a term of eight months. During the month bartenders received a slight increase in wages.

Railway employees have been exceptionally busy, and staffs were increased for the moving of the enormous quantities of freight, and the heavy passenger traffic. During the month there was some increase in the price of vegetables, but generally speaking cost of living was unchanged. Rents were very high, owing to the rapid increase in the population of the city and district, and the scarcity of houses. A contract was let and excavation commenced for the erection of a Methodist church to cost about $70,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were very active. There has been a vast increase in the amount of land brought under cultivation.

Manufacturing. — All establishments were very active.

Mining.—Great preparations were being made for the coming season around the coal mines at Roche Percee, Estevan and district.

Railroad construction and employment. —Construction work was very active, and the opportunities for employment were abundant. Good wages were offered, but the demand was greater than the supply.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were very busy, with a demand for all classes of employees.

Metal, engineering and shipbuilding.— All employed in the trades were very active. Electric workers and linemen were very busy, owing to extensions to telegraph and telephone systems.

Woodworking and furnishing.—Woodworkers were very busy, also upholsterers. Varnishers, carriage and wagon makers, and car builders found employment active.

Printing.—Members reported busy conditions prevailing.

Clothing.—Journeymen tailors were very busy, and garment workers reported business good. Boot and shoemakers were very active.

Food and tobacco preparation.—Business in these trades was very active.

Leather.—Leather workers were busy.

Miscellaneous.—Barbers reported trade good, and clerks and stenographers were active. Delivery employees found employment good, and busy conditions prevailed with hotel and restaurant employees.

Transport.—Very active conditions prevailed in all branches of the transportation service, the employees having all that they could do. Cab drivers, hackmen, carters, teamsters and expressmen were busy, with a slight demand for experienced teamsters and expressmen.

Unskilled.—The demand for unskilled labour was keen, and rates of wages advanced.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during July was very good. All who were willing to work found a ready demand for labour, skilled and unskilled, and especially the latter. Ranchers and farmers have been engaging men for the hay crop, and farmers have been engaging help for the harvest, making the demand for unskilled labour greater than the supply.

A strike of mortar mixers and builders' labourers, after three days' duration, was settled by the contractors and their employees. At no time in the history of the city has so much building been in sight. Contracts were let during July for buildings to the amount of $450,000.

The provincial government signed a contract for a normal school to be located here at a cost of $145,000. Bank clearings for July show an increase over the previous month. Wholesalers and retailers reported another busy month.

During the latter part of June the city council passed a by-law for the purpose of closing retail stores on Wednesday of each week from the hour of one o'clock, and on July 4th it came into force. The change affected some 200 employees. On

the same date the mayor signed an early closing by-law, closing all retail stores at six o'clock every day except Saturdays.

CONDITION OF LOCAL INDUSTRIES.

The Zinc Reduction works started on May 26th, but there was a good deal of preliminary burning and heating to be done. For some ten days two roasters and one furnace have been in active operation and the results attained have been highly satisfactory. The buildings, foundations, etc., are all in readiness to double the capacity of the plant if the company decide to do so. The company is in a position now to handle 60 tons daily of zinc concentrates and in two or three months can double this and treat 120 tons daily. They have ore on hand now to run for some months.

Work has commenced on a very deep oil well, the bore extending three thousand feet into the earth. This well is for the Western Coal and Oil Company, located in Southern Alberta. The wells have given better indications as greater depth is reached, and the flow of oil in each well seems to be increasing. The company has just awarded a contract for the drilling of its No. 4 well to a depth of three thousand feet. This will be considerably deeper than any of the other three wells, the deepest of which is only down 1,721 feet. The Alberta Legislature has just granted the company a charter to build an oil refinery, to construct a pipe line to carry the oil from the wells to a centrally located refinery, and to construct and operate a tramway to carry the coal from the mines to Chipman Creek. Work is to commence on the tramway at once. The company has also decided to run a cross-cut tunnel on the coal mine at Chipman Creek so as to have a large amount of coal ready for shipment this fall.

The Calgary Natural Gas Company's works are situated at the western end of the Sarecee reserve. The distance from Calgary is 13 miles. Several thousand feet of iron tubes are on the ground. The men in charge are experienced oil and gas well borers. The well is now down about 200 feet, and the manager expects to have to go a depth of 2,500 or 3,000 feet.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers and plasterers were active. Painters, decorators and paperhangers were busy. Plumbers, gas and steamfitters, stone cutters and builders' labourers were active.

Metal, engineering and shipbuilding.—Iron moulders, machinists, steam engineers, electrical workers and linemen were busy. Blacksmiths, boilermakers, sheet metal workers were active.

Woodworking and furnishing.—Woodworkers, upholsterers, carriage and wagon makers, were busy.

Printing and allied.—Printers, pressmen and bookbinders were active.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers, were busy.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, ice-drivers and cigarmakers were busy.

Leather.—Leather workers and saddlers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees were very busy. Laundry workers were busy.

Transport.—Railroad conductors locomotive engineers, locomotive firemen, telegraphers, trainmen, switchmen, trackmen and freight-handlers were very busy. Cab drivers, hackmen, draymen, teamsters and expressmen were busy.

Unskilled labour.—This class was better employed during July than any month this year. At present there is a demand for this class.

EDMONTON, ALTA., AND DISTRICT.

Mr. W. A. Deyl, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Great activity prevailed during July and labour was fully employed. The amount of building for the year promises to be phenomenal. During June permits for buildings to the value of $241,284, were issued by the building inspector, and up to June 30 permits for the year amounted to $727,510, almost equal in value to the

whole of the permits issued in 1905. One of the largest deals in real estate in Western Canada has just been completed by which the Grand Trunk Pacific Railway Company secures sites and terminals. A block of land comprising 640 acres has been purchased by the company, at an average price of $223.50 per acre. Word has also reached here that the Canadian Pacific Railway Company will build a high level bridge across the Saskatchewan River connecting Edmonton with Strathcona, the work to commence at once. A clearing house has been organized in Edmonton, and is now in full operation. The real estate market was very active and residential property in great demand, owing to the great influx of immigrants into the district. The officials of the Dominion lands and immigration offices were exceedingly busy looking after the settlers that were coming into this portion of the Dominion from every part of the globe. Both wholesale and retail merchants reported trade very good.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions have been most favourable, crops doing well.

Lumbering.—Sawmills were very busy and working to their full capacity. A new sawmill is being erected on the Strathcona side of the river, and it is expected that it will be completed ready for next spring's cut.

Manufacturing.—All industrial establishments were fully occupied.

Railroad construction and employment.—There was an unprecedented demand for labour owing to the enormous amount of work that is being rushed through this season, the contractors were employing every available man.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were fully occupied and prospects for the future were bright.

Metal, engineering and shipbuilding.—Electrical workers and linemen, blacksmiths, sheet metal workers and horseshoers had a very good month.

Woodworking and furnishing.—All were fully employed.

Printing.—Printers, pressmen and bookbinders were busy.

Clothing.—Journeymen tailors, boot and shoe workers were busy.

Food and tobacco preparation.—Bakers, butchers and cigarmakers had a very good month.

Miscellaneous.—Barbers, and hotel and restaurant employees were busy. A shortage of good dining room girls was reported.

Transport.—All employed in the railway service were very busy.

Unskilled.—There was a marked improvement in employment owing to the activity of railroad construction.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during July was active, the demand exceeding the supply among miners, lumbermen and domestic servants.

Agriculture.—The strawberry fruit crop was below the average this year, owing to frosts in the early spring. The demand for this fruit is far in excess of the present capabilities of Kootenay fruit growers to supply, and the field offers very profitable returns. It is reported that one fruit grower near Nelson cleared $3,500 this season from three and one-fifth acres of strawberries.

Mining.—The month of June was very busy in the production of coal and coke by the Crow's Nest Pass Coal Co., exceeding the May output by 7,038 tons. The figures were as follows:—

Coal Creek	55,019 tons
Michel	36,306 "
Total	91,325 "

The largest single day's production was on June 29, as follows:—

Coal Creek	2,184 tons
Michel	2,003 "
Total	4,187

The coke production for June was as follows:—

Fernie	11,043 tons
Michel	10,543 "
Total	21,586 "

A contract was recently closed to supply the Granby Consolidated Mining Company for the next three years.

The fact that the Great Northern Railway Company is attempting to obtain an ore supply from Rossland portends increased prosperity for Rossland camp. Efforts were being made to induce the owners of the 'California' and adjacent properties on Red Mountain to re-open the mines and ship the output to the Northport Smelter, those properties having been recently visited and inspected with that purpose in view by a practical mining engineer.

The lead production for the fiscal year ending June 30, amounted to 25,000, as compared with 25,838 tons in the previous year; of that amount 11,000 tons were exported in a crude state.

As a result of development work recently done on the 'Jennie' mineral claim in the Slocan district, the pay streak has widened out to three feet of high-grade ore. Work has been commenced on the tramway from the 'Vancouver' mine to the 'Wakefield' mill, where the Vancouver ore is to be treated. In the Camborne district, the improvements on the 'Silver Dollar' were progressing favourably. The right of way for the aerial tramway has been cleared and the contract for the installation of the tramway has been awarded. It is estimated that the tramway will be in operation in three months time.

The statement of the ore and lead receipts at the Hall Mining and Smelting Company's works for the month of June totalled 2,987,416 pounds of ore, the lead contents amounting to 1,167,074 pounds.

Railway construction.—The Royal Lumber Company has started to grade a broad gauge railroad, which will be of considerable importance to the mining and agricultural interests of the district. The new road is to run from Crawford Bay up Crawford Creek to Hooker and Canyon creeks, where lumber camps will shortly be established. This railroad will be about 12 miles long and a thorough survey of the whole line has been completed. About twenty men were employed on the right of way and grading.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. D. J. Stewart, Correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during July was very active, with all classes of labour busily employed; a shortage was reported among farm labourers and sewer workers. This may be accounted for by the fact that the fishing season came on just as haying and harvesting was in full progress, and as fishing offers the best returns it draws away a number of men from other employments. Good progress was made in the construction of new works in this city and district, and this locality is very prosperous. The Fraser River is fast becoming known as a stream which is safe for the navigation of the largest ships. Vessels drawing from 20 to 25 feet of water have sailed from this port during the past year. On June 30 a vessel of 1,547 tons and carrying a cargo of 1,296,592 feet of lumber sailed from this port, and on July 16 a vessel of 1,789 tons register arrived to load lumber. An agreement has been entered into between the Esquimalt and Nanaimo Railway, owned by the Canadian Pacific Railway Company, and the Fraser River mills in this city, whereby the latter obtains possession of 50,000 acres of timber lands between Nanaimo and Ladysmith, on Vancouver Island. The Mill Company has also contracted to supply the railway with all the timber necessary for the use of the Esquimalt and Nanaimo Railway, and the Pacific and Eastern divisions of the Canadian Pacific Railway. This is one of the largest timber deals that has ever taken place in this province, and means that this mill company has secured a good supply of timber for many years to come. The British Columbia Electric Railway Company, of this city, proposes building a line of railway between this city and Chilliwack. Engineers will be placed in the field at once, and the distance, which is between

sixty and seventy miles, will be covered on a schedule of three hours. The route covered will pass through the finest agricultural sections of the Pacific coast. Daily steamers ply between this port and Chilliwack, but the electric road will prove to be a great advantage to the farmers and others in providing quicker and more frequent means of transportation. The British Columbia Electric Railway Company of this city will spend about $100,000 this year in building new cars to enable it to cope with its increasing business. These cars will all be built at the company's car shops in this city, where a large force of skilled mechanics is constantly employed. Good progress was being made on the construction of the two new boats being built in the Royal City shipyards. One of these boats is being constructed for the Dominion Government, and will be used as a snagboat on the Skeena River; the other is being built for towing purposes.

The local fruit packing company's plant was running to full capacity, large quantities of the smaller fruits being put up; a ready market is found for all that can be produced.

The customs returns of this port for the fiscal year ending June 30, 1906, showed a substantial increase over the preceding year. The customs collections in the chief port, New Westminster, for the year 1905-06 amounted to $82,271.56, as compared with $77,116.79 for the previous year. The total duty collected amounted to $187,249.65 as compared with $162,399.66 for the preceding year. The Provincial Land Registry office returns show a large increase in the amount of fees collected during the fiscal year just ended, the amount being $13,435.40, as compared with $7,944.86 for the previous year.

The wholesale and retail merchants reported business good, the only decrease being in American canned goods.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The agricultural industry was very active; the weather has been favourable and excellent crops were reported all over the district. The small fruits which were being harvested brought good prices, strawberries bringing from $1.75 to $2.50 per crate, according to quality; cherries 10 cents per lb.; raspberries, $2 per crate; and early apples from $1.25 to $1.50 per box. The possibilities of fruit growing in this province are very great as an ever-increasing market is found in the provinces of Manitoba, Alberta and Saskatchewan. In the production of semi-tropical fruits also this province has great advantages. In apples, pears, peaches, plums, cherries and all the smaller fruits the output of British Columbia possesses a very superior quality, both soil and climate being most suitable. There are immense stretches of fertile land adapted for this purpose still unoccupied. For the week ending May 15, there was received in the City of Winnipeg one hundred and seventy carloads of fresh fruit and vegetables from the south of the international boundary line, showing the extent of the western fruit market.

Fishing.—This industry was in full operation on the Fraser and other rivers. The run so far has been small, and a large run is apparently not expected as only about fourteen hundred licenses have been issued so far this year for this river and district. On the Skeena River the sockeyes were running well and already 20,000 cases have been packed. From the Naas and Rivers Inlet good reports have been received, and the Northern fishing grounds have generally sent in remarkably good reports this season. The canners will this year try to improve the conditions of exportation by placing a strip of paper between each tin and lining the box with paper; this it is claimed will obviate any possible damage done in transmission. The cannerymen reported that the cost of packing fish this year will be greater than for some years past on account of higher prices paid for fish, higher wages for cannery workers, and the general increase which has taken place in the cost of material.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons and allied workmen were active, with builders' labourers very busy.

Metal, engineering and shipbuilding.—All employed in these trades were actively employed, excepting electrical workers, who on account of the strike of the electrical workers employed by the telephone company were dull.

Woodworking and furnishing.—Woodworkers, upholsterers, carriage and wagon workers, car builders and shingle weavers were busy.

Printing.—Printers, pressmen and bookbinders were active.

Clothing.—Journeymen tailors and garment workers were active, and boot and shoe wrokers had active employment.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters were busy, and cigarmakers and tobacco workers were active.

Leather.—Tanners and curriers, and leather workers and saddlers were active.

Miscellaneous.—Barbers, clerks, stenographers, hotel and restaurant employees, delivery employees and laundry workers were active.

Transport. — Freight-handlers, steamboatmen and firemen, were very busy, with street railway employees busy. Ship-labourers and longshoremen were active, and teamsters and expressmen were busy.

Unskilled.—This class was very busy.

DISTRICT NOTES.

Langley.—The British Columbia cheese factory which recently commenced operations reported that the business has already outgrown the output of the plant and another thousand gallon cream vat has been ordered from a local firm.

Rivers Inlet.—At Rivers Inlet, situated on the Northern coast, a hospital is being built, and will be greatly appreciated by the many loggers and fishermen in that district, who may from time to time be in need of medical assistance.

Vernon.—A large irrigation scheme is projected by a company of Vernon, B.C., capitalists. The source of water supply is the lakes Aberdeen and Haddo, situated about fourteen miles southwest of Vernon. The system when completed is expected to reclaim about twenty thousand acres of what is at present unprofitable land.

Princeton.—An expert from the Dominion Geological Department has arrived at Princeton and will make a geological examination of the valley of the Tulamee, Similkameen and Roche rivers, and will also make a sketch map of the country traversed. The people of this section of British Columbia have been long waiting for transportation and their wishes seem at last in a fair way of being realized, the Great Northern Railway Company being at present busily engaged in building a line of railway along the Similkameen river.

VANCOUVER, B.C., AND DISTRICT.

Mr. Geo. Bartley, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During July there was no lack of employment, the demand exceeding the supply in the labour market. Civic work continued to employ large numbers of men. The building trades were exceedingly busy. Railway and steamboat traffic was heavy, and business in general good. Houses were in demand and rents high, and a large number of buildings, including business blocks and dwelling houses, were being erected in all parts of the city and suburbs. The strike of telephone operators was the only labour trouble in existence.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crop of hay at the Delta was a success, as well as in the district. Chinese hay-makers were being paid, in some cases, $2.50 per day, and white labour $3.25 per day. Other crops were in good condition.

Fishing.—The sockeye run is expected to be only fair this season. Commissioners Sweeny, Babcock and Brown, of the British Columbia Fisheries Commission, which was appointed by the Dominion Government, recently reported that they had found the sanitary conditions of the canneries satisfactory, that the salmon packed was fresh and placed in the cans in an absolutely wholesome condition.

Lumbering. — Sawmills were running night and day, and the output was only

limited by the scarcity of logs. It is impossible as yet to give a fore-cast as to the total output for this year.

Mining.—The Britannia Mines, at Howe Sound, near Vancouver, turned out an average of five hundred tons of ore daily; by fall the management expects to be turning out twenty-five thousand tons of ore per month. Assays show over 25 per cent. copper. The ore is smelted at Osborne, V.I. Word came from Dawson that a free-milling gold quartz strike, twenty miles west of the White Pass and Yukon Railway and half-way between White Horse and Carcross, had been discovered, rich gold quartz being found on the surface.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were well employed, and carpenters were in demand. Lathers and plasterers were busy and painters had plenty to do. Plumbers and gas-fitters were extremely busy. Stonecutters and builders labourers were all at work.

Metal, engineering and shipbuilding.—Iron moulders, coremakers, structural iron workers and allied trades were well employed. Electrical workers and linemen, and horseshoers had plenty of work.

Woodworking and furnishing.—Coopers were busy, and carriage and wagon workers were well employed.

Printing.—Work was good on the newspapers. The "Guardian," a Monday morning publication, appeared on the 16th. Job printers and pressmen reported a few men idle.

Clothing.—Tailors were fairly well employed.

Food and tobacco preparation.—Bakers and confectioners were very busy, and cigarmakers had a good month.

Leather.—Workers in horse goods were well employed.

Miscellaneous.—Barbers, hotel and restaurant employees, and laundry workers were active.

Transport.—Railroad train crews were very active, and street railway employees, expressmen and teamsters had abundance of work.

Unskilled.—The demand was about even with the supply.

DISTRICT NOTES.

Ruskin.—A telephone line between Ruskin and Stave Lake, six miles apart, has been completed. The Stave Lake Power Company, it is reported, intends to run a line through to Vancouver. About one hundred men were employed on the construction of the dam at Stave Lake, preparatory to the building of a large power station. Vancouver will be the distributing centre for the power generated at the falls. The company purpose to deal largely in power for industries, but will also sell light.

Kaien Island.—The Grand Trunk Pacific Railway Company and Government surveyors were busy. It was reported that a wharf and three buildings will be erected before the wet season sets in.

Seal Harbour.—A sawmill will be erected here to supply the demand for lumber at Prince Rupert.

VICTORIA, B.C., AND DISTRICT.

Mr. J. D. McNiven, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Favourable conditions prevailed during July, and all classes of labour were fully employed; in some branches, notably in the shipyards, there was a demand at intervals for unskilled labour. Owing to the commencement of the fishing season all orientals were employed in that business, leaving a shortage in other lines of industry employing cheap labour. In some cases the wages offered were not sufficiently high to induce white men to take up the work, though in others good living wages were offered. The transportation companies and business houses reported trade good.

The following agreement has been voluntarily signed by practically all the merchants in the city:—

"We the undersigned merchants of Victoria agree to close our places of business every Wednesday at 1 p.m. and remain closed for the rest of the day during the months of July, August and September, excepting only the Wednesday of a week in which a public holiday occurs, and Wednesday, August 1st. This agreement to commence with Wednesday, the 11th July."

The number of employees participating in the Wednesday half-holiday is estimated at about 600.

The pension scheme submitted by the managing director of the British Columbia Electric Railway Company for the consideration of the company's employees has been rejected in this city by a vote of 26 for, and 44 against. It was stated that a joint meeting of delegates from the Victoria, Vancouver and New Westminsbranches will shortly be held with a view to submitting a compromise to the company.

During the month the Fisheries Commission, appointed by the Dominion Government, visited the Skeena and Nass rivers where fishing operations were in progress. On their return the traps operated on the coast of Vancouver Island will be inspected.

A large number of settlers were going into the Bulkley Valley. According to information supplied by the Provincial Government three hundred and ninety families have recently located in that district.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—In localities where agriculture is carried on, favourable reports were given as to the crops. In the vicinity of Comox all cereal, root and fruit crops were reported good, and there was a demand for more labour to work in the orchards and harvest fields. Similar reports came from all parts of the province.

Fishing.—The run of fish in the Northern rivers was said to be good. Conditions on both the Skeena and Nass rivers were looked upon as being extremely favourable. On the Skeena the run of spring salmon was double that of last year, while the sockeyes commenced to run about the middle of the month. The traps on the West coast of Vancouver Island commenced taking fish about the 10th of June, but up to July 23, the catch of sockeyes was light. The run of spring salmon was good; these are treated to what is known as the mild cure process and shipped to the German market. Three hundred casks weighing three hundred pounds each were forwarded in one consignment early in the month. There are two firms in this city engaged in this enterprise, each employing about thirty hands. Cannerymen complained of a scarcity of labour.

Lumbering.—The price of lumber has been advanced about 25 per cent. On the 21st of June the following schedule of advanced rates was forwarded by the Millmen's Association to local contractors:—

Rough merchantable shiplap and sized lumber	$3.00 per M.
Dressed material, such as flooring, rustic,	
V joint and all D, D material	$5.00 "
Shingles advanced 35 cents, making same	$2.75 "
Laths remain same	$2.75 "

Millmen claim that the price of logs has made the advance in prices necessary, as they cost twice as much now as they did a few months ago. Every mill in the city and district was running full time, and some were operating night shifts. New mills are about to be established at Friendly Cove, on Nootka Sound, and at Cumshana Inlet on Morseby Island. At some mills there was a scarcity of logs, and a general demand for loggers.

Manufacturing. — Industrial establishments were active.

Mining.—Considerable prospecting was being done and some good finds were reported from the Leech river district. The Tyee smelter ran fifteen days in June, treating 2,123 tons of ore, which produced $36,630 worth of copper after paying cost of freight and refining charges.

Railroad construction and employment. —The Canadian Pacific Railway Company was advertising early in the month for two hundred men to work on the Esquimalt and Nanaimo line, on construction work.

Other industries.—The success attending whaling operations on the coast of Vancouver Island has induced the company to establish a second station at River Inlet, this will be in operation as soon as a steamer and the necessary machinery can be secured.

CONDITION OF PARTICULAR TRADES.

Building.—Activity prevailed in all branches. The stone work on the new Canadian Pacific Railway Company's hotel

was nearing completion, and a number of stonecutters were laid off during the month, but their services were in demand in the neighbouring cities, where they soon found employment.

Metal, engineering and shipbuilding.—Activity was general throughout the month, and at short intervals there was a demand for mechanics in the iron trades, especially in the shipyards. Iron moulders were well employed, and machinists and steam engineers were busy. Electric workers and linemen, blacksmiths, boilermakers, iron shipbuilders, shipwrights and caulkers, and horseshoers were active, and sheet metal workers busy.

Woodworking and furnishing.—Woodworkers, upholsterers, and carriage and wagon makers were very busy.

Printing.—Printers were in demand. Pressmen and bookbinders were active.

Clothing.—Journeymen tailors were active, and garment workers were very busy.

Food and tobacco preparation.—Bakers, butchers, and cigarmakers reported a good month.

Leather.—Harnessmakers and saddlers were busy.

Miscellaneous.—Barbers, clerks and delivery employees were active, and laundry workers busy.

Transport.—Employment on the water front was good. Steamboat firemen, ship labourers and longshoremen were busy, and street railway employees reported a good month. Cab drivers and hackmen were busy, and draymen, teamsters and expressmen active.

Unskilled.—Labourers were in demand throughout the month, and the supply was considerably short of the requirements.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions showed little change during July, and for the time of year were fairly busy, though there were some coal miners idle. In the mills and lumber camps, work was very busy, one logging camp having to go to the mainland to secure a crew of experienced men. Unskilled labour was in fair demand outside the city. Business among retail dealers was fair, but not as good as expected. There were no changes in wages or hours of labour and no unrest among employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting. In some of the outlying districts, there was a shortage of labour.

Fishing.—Activity prevailed among fishermen. On the west coast of the Island, the whale fishing station was doing a good business and was considering increasing its output by building two more stations further north on the Island. The catch of whales is giving the company every satisfaction.

Lumbering.—Among the sawmills, work was very busy, some working night and day. Work was rushed in the logging camps, and new camps were being started, the price of and demand for logs being very high.

Mining. — Considerable development work was being carried on among the quartz mines, but there was no great activity as yet. In the coal mines, work was steady and the outlook is fair for the summer. Although there were some miners idle, they could obtain other employment.

Railway construction and employment.—The railway company was preparing to spend a large sum on improvements to the bridges and track of the Island Railway.

CONDITION OF PARTICULAR TRADES.

Building.—There was little activity in this district, and not enough work to keep the local men steadily at work.

Metal, engineering and shipbuilding.—Blacksmiths were active.

Woodworking.—Carriage makers reported work active.

Printing.—Printers were quiet.

Clothing.—Tailors were quiet.

Transport.—Teamsters and expressmen were fairly active.

Unskilled labour.—This class was well employed. While there was no actual scarcity, there was a fair demand for men in the district.

DISTRICT NOTES.

Ladysmith.—The smelter was fairly active. The cement works situated in the southern part of the district were also active.

LEGISLATION IN CANADA WITH REGARD TO MASTER AND SERVANT.

(Concluded from July issue of the Labour Gazette)

Non-Payment of Wages in Prince Edward Island.

IN *Prince Edward Island,* servants who have fulfilled their contracts are entitled to receive their full wages. These may be recovered in a summary way if the sum is under five pounds before any two of the commissioners to adjudicate in matters of small debts, or if above that sum in the Supreme Court of adjudicature, no dilatory plea being allowed unless on special direction of the court.[55]

Non-Payment of Wages in Quebec.

The maximum penalty for dismissing a servant without paying his wages in *Quebec* is fixed at $20.00.[56] Actions for wages of workmen, not reputed domestics, who are hired for a year or more, are proscribed by two years. Actions for wages of domestics, or farm servants, merchants' clerks and other employees, who are hired by the day, week or month, or for less than one year, are proscribed by one year.[57] Claims for servants' wages and for sums due for supplies of provisions carry a privilege upon moveable property.[58] It is also specified in the Quebec law that on a suit by a servant for wages the defendant may plead the fact of desertion, misconduct, or disobedience, if such has occurred, and on proof thereof and of damages incurred in consequence, the plaintiff may be declared to have lost all recourse for his wages, in whole or in part, in the discretion of the court, according to circumstances.[59]

In any action for wages brought by a domestic or farm servant in Quebec, the master may, in the absence of written proof, offer his oath as to the conditions of the engagement and as to the fact of the payment, accompanied by a detailed statement; an oath of this nature, however, may be refuted in the same manner as any other testimony.[60]

55 P.E.I. statutes, 1833, chap. 26, sec. 5.
56 R.S. Que., art. 5621.
57 C.C. Que., art. 2261 and 2262.
58 R.S. Que., 1888, art. 5623.
59 R. S. Que,, 1888, art. 5623.
60 Civil Code, art. 1669.

Non-Payment of Wages in Ontario.

An employer in *Ontario* may be summoned for non-payment of wages before one or more justices of the peace, upon oath of a servant, and upon due proof may be required to pay over any wages found to be due, not exceeding the sum of $40.00. The justices may also discharge the servant from his employment. If the wages, after a further space of eight days, still remain unpaid, a warrant of distress may be issued.[61] Proceedings may also be taken in Ontario for non-payment of wages in respect of labour performed in Ontario upon a verbal agreement or contract made outside of the province.[62] Where the proceedings are taken before a police magistrate, and payment of wages is ordered by him to be made by the employer, the servant bringing the suit may, if his wages are not paid within the time limited by the order of the magistrate, take the same proceedings as a party having an unsatisfied judgment or order in the Division Court for the payment of a debt.[63] A police magistrate in a city, if he thinks fit, may name in the order for the payment of wages any time not exceeding twenty-one days, within which payment of the wages and costs must be made.[64] Certain special provisions, however, are laid down by the act in the case of claims for wages brought for settlement before a city police magistrate. In the case of wages due to an employee for work of the character of which special cognizance is taken in the Mechanics' and Wage Earners' Lien Act, the jurisdiction of the magistrate is extended to wages for a period of thirty days, or for a balance equal to the wages of thirty days, even though this amount exceeds the sum of $40.00, limited as above mentioned.[65] Where no specified rate of wages has been expressly agreed to between the parties, the city police magistrate may order payment of the wages reckoned accord-

61 R.S. Ont. 1897, chap. 157, sec. 11.
62 R.S. Ont. 1897, chap. 157, sec. 12.
63 R.S. Ont. 1897, chap. 157, sec. 13.
64 R.S. Ont. 1897, chap. 157, sec. 14.
65 R.S. Ont. 1897, chop. 157, sec. 15, sub-sec. 1.

ing to the current, or fair rate in the city in like cases.[66] A master may lay claim to a set-off, which may be allowed by the police magistrate, providing that the amount of the set-off does not exceed the amount of wages claimed.[67] An order of a city police magistrate for the payment of wages may be enforced forthwith by a warrant of distress, unless the master, in the opinion of the police magistrate, is unable to make payment forthwith and expects to be able within a time given, and unless the magistrate considers the proposed delay as reasonable. The magistrate may, however, if he sees fit, order security to be given as a condition of delay.[68] If an adjournment of proceedings is granted at the instance of the master, the latter must at once pay for the claimant's time in attending the court, unless the magistrate dispenses with immediate payment.[69] An appeal from the order of a police magistrate may be made as from a decision of a division court judge in a similar action.[70] An order of a police magistrate for payment of wages may be enforced in a division court.[71]

The above provisions relating to the jurisdiction of police magistrates in cities do not apply to any foreman, manager, officer or other person whose wages are more than three dollars per day.[72]

Non-Payment of Wages in Manitoba.

Non-payment of servants' wages in *Manitoba* is provided against in much the same way as in Ontario. On complaint, under oath, stating the reason of the complaint and the amount of the claim for wages, an employee may cause his employer to be summoned, and if the complaint is held to be well-founded, is entitled to a discharge from his employment, if the term of service has not expired, whether still in actual service or not. He is also entitled to recover the amount of wages found to be due up to the time when the service would be legally ended, whether by notice of the employer or by effluxion of time. The amount thus recovered, however, must not exceed, exclusive of costs, the sum of $100.00, or such lesser amount as may be thought just under the circumstances, together with the costs of prosecution, including an allowance to the complainant for his personal attendance as a witness in his own behalf.[73]

Damages against the employee may be recovered by the employer in this connection for any malicious act or neglect during the period of his employment, or by reason of any breach of contract by the servant, though the court has no power to award a balance in favour of the employer in estimating an off-set of this character.[74]

By a special provision of the Manitoba statute a distress warrant issued by a justice of the peace or a police magistrate for the recovery of wages under the act, may be executed against the personal estate of the defendant, and takes precedence to the extent of $75.00 as against any crop of grain on the premises on which the labour of the servant was performed, over all landlords or mortgagees' warrants, bill of sale, and chattel mortgages executed after the labour was commenced, and over all writs of execution or other processes issued by any other court of the province after the commencement of the labour. These provisions, however, do not apply to a claim for wages by a person related to or connected by marriage with the employer.[75]

Non-Payment of Wages in Saskatchewan and Alberta.

In *Alberta* and *Saskatchewan*, where a servant has been refused payment of his wages for a period not exceeding two months, he may bring a complaint against the employer before a justice, who may thereupon summon the employer to appear before him at a reasonable time. On the date named in the summons the justice is required to examine into the matter of the complaint, whether the master or employer appears or not, and upon due proof may discharge the servant from his employment and may direct payment to him of any wages found to be due, not exceeding two months' wages, together with costs of the prosecution. These amounts may be lev

66 R.S. Ont. 1897, chap. 157, sec. 15, sub-sec. 2.
67 R.S. Ont. 1897, chap. 157, sec. 15, sub-sec. 3.
68 R.S. Ont. 1897, chap. 157, sec. 16, sub-sec. 1.
69 R.S. Ont. 1897, chap. 157, sec. 16, sub-sec. 2.
70 R.S. Ont. 1897, chap. 157, sec. 16, sub-sec. 3.
71 R.S. Ont. 1897, chap. 157, sec. 16, sub-sec. 4.
72 R.S. Ont. 1897, chap. 157, sec. 25.
73 R.S. Man. 1902, chap. 108, sec. 17.
74 R.S. Man. 1902, chap. 108, sec. 18.
75 R.S. Man. 1902, chap. 108, sec. 21.

ied by distress warrant or sale of the goods and chattels of the employer.[76]

If on enquiry a counter claim by the employer is shown to exist, the justice is required to transmit the information and other papers to the clerk or deputy clerk of the Supreme Court in whose district the matter arose. The complaint is thereupon to be entered as an action, and a date fixed for the trial thereof. If upon trial the judgment is in favour of the claimant, it may be enforced by distress warrant, in the same way as if it had been made by the justice before whom the complaint was laid.[77]

Non-Payment of Wages in British Columbia.

A justice of the peace in *British Columbia* may upon the oath of a servant against his master concerning non-payment of wages, summon the master to appear before him, and, upon due proof of the matter of the complaint, may discharge the servant from his employment and order the payment of any wages found to be due, not to exceed the sum of $50.00. Payment of this sum, together with the costs of the court, must be made within twenty-one days. An appeal from the decision of a justice of the peace in cases of this nature is permitted under the act respecting summary convictions before justices of the peace.[78]

Deduction from Wages for Medical Attendance.

In connection with the above provisions for securing payment of wages, mention may be made of certain deductions from wages allowed in certain provinces for the purpose of securing proper medical attendance upon employees. The Master and Servant Act of *British Columbia* contains a number of special provisions permitting a master to deduct from his employees' wages a fixed sum, in order to provide a fund for this purpose. Where such deductions are made, however, a separate account must be kept, and the workmen are entitled to inspect and audit the account, at any time, through a committee appointed for the purpose. The employer, moreover, can pay out of the fund only to persons approved by the majority of the workmen at a special meeting called for the purpose, the penalty for violation of this provision being fixed at $50.[79]

The above provisions are somewhat modified when applied to cities or towns of more than 3,000 inhabitants. Under these circumstances it is provided that whenever 30 or more workmen request their employer to deduct a sum for medical attendance, the employer must give immediate effect to their request, the amount of the sum being determined by the workmen. In selecting a medical attendant, each workman must enter the name of a duly qualified practitioner, by whom he desires to be attended, in the book kept by the master for that purpose. He may alter the name of the practitioner only after giving one month's notice to his employer. The employer is required to pay the sum deducted to the practitioner thus named, and this sum is the only amount that may be deducted from a servant or workman for medical attendance. The penalty imposed upon the employer who refuses to comply with the above provisions, or who uses any influence or intimidation in the selection of a medical practitioner, is fixed at $50 for each offence.[80]

In *Nova Scotia* provisions similar in effect to the above are included in the Company Doctors' Act, which permits employees in any mining or manufacturing establishment, in which a monthly deduction from wages is made for medical attendance, to select the doctor to whom the allowance is to be made. If 125 employees, or in establishments where less than this number are employed, the majority of the employees unite in specifying the doctor the latter is to be recognized as the regular medical attendant to the company. Every employer who contravenes the provisions of the act is liable to a penalty of $100.[81]

General Enforcement of the Law.

In addition to the procedure incidentally described above in connection with specific violations of the law, certain of the prov-

76 N. W. T. Ord., 1904, chap. 3, sec. 3.
77 N. W. T. Ord., 1904, chap. 3, sec. 3.
78 R. S. B. C., 1897, chap. 151, secs. 10 and 11.
79 B. C. Stat., 1899, chap 43, secs. 4, 5 and 6.
80 B. C. Stat., 1902, chap. 44.
81 R. S. N. S. 1900, chap. 104; N. S. Stat. 1901, chap. 45

inces have enacted provisions of a more general nature with reference to the conduct of proceedings.

Settlement of Differences.

The statutes of *Ontario* and *British Columbia* contain a general provision for the settlement of any dispute arising at the termination of an agreement between master and servant with respect to the term of the engagement or of any other matter appertain to it. A justice or justices of the peace, it is enacted, may receive the complaint and decide the matter in accordance with the provisions of the act, as though the engagement between the parties still subsisted. Proceedings, however, must be taken within one month after the engagement has ceased.[82]

In *Quebec* the rights and obligations arising from the lease or hire of personal service are made subject to the rules common to contracts. They are also regulated in certain respects in the country parts by special law, and in the towns and villages by by-laws of the respective municipal councils.[83]

Procedure in Quebec.

In *Quebec* a complaint founded upon a contravention of the Act may be heard and determined before a Justice of the Peace resident in the district where the contravention occurred. The justice may by a warrant or summons require the attendance of the defendant before him and may determine the complaint in a summary manner on the oath of one or more credible witnesses, either in the absence or presence of the defendant. In the case of a conviction, the justice may condemn the defender to the penalty imposed with costs, and in default of payment may order him to be imprisoned in the common jail for a period not exceeding two calendar months, unless the penalty and full costs are sooner paid.[84] In a case of continued misconduct and repeated violations of all ordinary and established duties, either on the part of a Master or a Servant, the justice resident in the district may at a special session, upon proof of the facts, annul the contract, whether written or verbal, by which the Master or Servant were bound to each other.[85] All penalties imposed under the Act must be handed over to the sheriff of the district in which the offence was committed to form a part of the building and jury fund.[86] A prosecution for an offence under the Quebec statute must be commenced within three months after the offence has been committed.[87]

Procedure in Ontario.

Complaints of contraventions of the Master and Servant Act of Ontario may be received, upon oath, by any one or more of His Majesty's Justices of the Peace, who are required to hear and determine the matter, in a summary and expeditious manner.[88] Complaints may be prosecuted and determined in any county or district in which the person complained against is found, or, except when the complaint is made by a foreman, manager, officer or other person whose wages are more than $3.00 per day, in any county or district in which the person complained against carries on business.[89] Services of summons and other papers may be made, either by personal delivery or by leaving the same at the defendant's place of business, within the district in which the Justice of the Peace issuing the summons has jurisdiction, the summons being delivered to some adult person employed in the defendant's place of business. In case the service has to be made on certain public companies, such as railroad, telegraph, telephone or express company, specific instructions are set forth in the Act as to the persons who may be regarded as legally representing the company.[90]

An appeal from the decision of a Justice of the Peace under the Act may be made to the Division Court in the division in which the cause of the action arose or in which the defendant resided or carried on business at the time the complaint was made. In case the appeal is dismissed or a previous conviction affirmed the court ap-

82 R. S. Ont., 1898, chap. 157, sec. 8; R. S. B. C. 1897, chap. 151, sec. 9.
83 C. C. Que., art. 1670.
84 R. S. Q., 1888, art. 5623.
85 R. S. Q., 1888, art. 5624.
86 R. S. Q., 1888, art. 5625.
87 R. S. Q., 1888, art. 5626.
88 R. S. Ont., 1898, chap. 157, sec. 9.
89 R. S. Ont., 1898, chap. 157, sec. 10.
90 R. S. Ont., 1898, chap. 157, sec. 18.

pealed to must order the defendant to be punished accordingly, or to pay over any wages, as the case may be, together with the costs awarded.[91] A notice of any intention to appeal must be given to the opposite party not later than four days after the decision appealed from has been delivered, and at least eight days before the holding of the court by which the appeal is to be heard. The person proposing to appeal must also within four days enter into a bond with the opposite party for $100 that he will appear personally at the appeal and abide by the judgment of the court thereon and pay such costs as may be awarded. The notice being served and the bond executed and filed as above, all proceedings under the decision appealed against must be stayed until the determination of the appeal.[92] Except in the case of a foreman, manager or other person whose wages are more than $3.00 per day, it is not necessary for the appellant to enter in or join in an appeal bond to the opposite party, but the bond is sufficient if executed by two sufficient sureties and approved by the Clerk of the Court.[93] An appeal may be tried by a jury, if the appellant files a notice requiring a jury, or if the respondent within four days after the notice of service of an appeal upon him files a notice requiring a jury, the proper fees being deposited. Otherwise the judge may try the appeal without a jury or summon a jury from the body of the court at his discretion. Failure to deposit the proper fees abrogates any right to have the appeal tried by a jury.[94] The time and place for hearing appeals, subject to the right of trial by jury, is at the discretion of the judge.[95] The proceedings, in case the appeal is dismissed, are defined in a special section, the judge being empowered to direct execution for any moneys or costs that were ordered to be paid, and, in the event of any moneys or costs not being allowed, to order the bond to be delivered up to the respondent who is entitled to recover the amount due with costs in any Division Court having jurisdiction.[96]

91 R. S. Ont., 1898, chap. 157, sec. 17.
92 R. S. Ont., 1898 chap. 157, sec. 19.
93 R. S. Ont., 1898, chap. 157, sec. 20.
94 R. S. Ont., 1898, chap. 157, sec. 21.
95 R. S. Ont., 1898, chap. 157, sec. 22.
96 R. S. Ont., 1898, chap. 157, sec. 23.

Procedure in Manitoba.

Complaints under the Masters' and Servants' Act in *Manitoba* may be heard before any justice of the peace or magistrate in the municipality or judicial district in which the person complained against resides, though in case of a servant deserting his employment the action may be brought in any municipality in which the servant may be found. The court may, by warrant or summons, require the attendance of the party complained against, and may determine the matter of complaint in a summary manner. Complainants are also given the right to sue for any penalty imposed for infraction of the act in the county court of the judicial division where the defendant resides, or has his fixed place of abode.[97] A justice of the peace may order the payment of any penalty imposed by the Act, with costs, within a certain time, at his discretion, and in case of non-payment may issue a warrant of distress for the recovery of the same.[98] The justice is also given authority in certain cases to order the payment of money into court and to release the complainant from the payment of the balance.[99] A justice in dismissing a complaint may order the complainant to meet the costs of the proceedings.[100] Prosecutions under the Manitoba Act must be laid within six months after the offence has been committed, or the cause of complaint has arisen. Proceedings under the Act are not to be considered void on account of any want of form, so long as the general provisions of the Act are complied with and proceedings taken within its spirit and intent.[101] All penalties are to be paid into the consolidated revenue fund of the province.[102]

Appeals from decisions under the Act may be taken as provided for by the sections of the Criminal Code of 1892 made applicable by the Manitoba Summary Convictions Act. In case the appeal is dismissed, or the previous conviction confirmed, the court appealed to is required to order the previous conviction to be en-

97 R. S. Man., 1902, chap. 108, sec. 19.
98 R. S. Man., 1902, chap. 108, sec. 20.
99 R. S. Man., 1902. chap. 108, sec. 22.
100 R. S. Man., 1902, chap. 108, sec. 23.
101 R. S. Man., 1902, chap. 108, sec. 24.
102 R. S. Man., 1902, chap. 108, sec. 25.

forced.[103] No appeal is allowed in cases where the amount for which judgment is rendered does not exceed the sum of $25, and where witnesses have been heard and the judgment renderd by a police magistrate having jurisdiction in the territorial division in which the order has been rendered, except in cases where the magistrate has taken into consideration the question of damages caused by a servant or workman.[104]

Procedure in Saskatchewan and Alberta.

The limit of time for instituting proceedings in *Saskatchewan* and *Alberta* is three months after the engagement has ceased, or three months after the last instalment of wages has become due, whichever happens last.[105]

Procedure in British Columbia.

Complaints under the Masters' and Servants' Act of *British Columbia* may be received by any one or more of His Majesty's Justices of the Peace, who may thereupon cause the party concerned to appear before him or them and hear and determine the complaint in a summary and expeditious manner.[106] Complaints under the Act may be prosecuted and determined in any county in which the person complained against may be found.[107]

103 R. S. Man., 1902, chap. 108, sec. 26.
104 R. S. Man., 1902, chap. 108, sec. 27.
105 Ord. N. W. T., 1904, chap. 3, sec 4.
106 R. S. B.C., 1897, chap. 151, sec. 8.
107 R. S. B. C., 1897, chap. 151, sec. 9.

ACTION OF PARLIAMENT OF CANADA AND OF HOME GOVERNMENT TO PREVENT FRAUDULENT REPRESENTATIONS TO WORKMEN.

ONE of the most important resolutions passed by the House of Commons at its recent session was that introduced by Mr. Ralph Smith, M.P. on May 9, in reference to false representations to induce or deter immigration to Canada.* The resolution was presented to the House as a result of the facts disclosed in a report of the Deputy Minister of Labour on the fraudulent practices of one Brunning in England to induce printers to come to Canada and to fill the places of certain printers on strike. The resolution was discussed at length in the House of Commons on May 9th, and was finally passed on motion of the Right Honourable the Prime Minister on July 12.

During the discussion both the Minister of Labour and the leader of the Opposition, representing the two sides of the House were united in the view that it was desirable in the interests of the people of the United Kingdom, no less than those of the people of Canada, that legislation should be enacted in the United Kingdom in order that cases of fraudulent representation to induce persons to come to Canada through false representations which might not come within the scope of the Dominion Act (Chap. 16, 1905) might be dealt with in the United Kingdom.

During the month of June a return was presented by command of His Majesty to both Houses of Parliament in Great Britain, containing the correspondence relating to the complaint of the printers who were induced to emigrate to Canada by false representations. This return includes a communication sent by the printers, setting forth the circumstances under which they were induced to leave Great Britain and come to Canada to take the places of printers on strike, and requesting that the King's influence might be used to prevent a repetition of such an occurrence; the correspondence between the Departments of the Home Government on the matter, a copy of the despatch from the Secretary of State for the Colonies to the Governor General, requesting that the petitioners be informed that the King had commanded that their communication be referred to the Dominion Ministers for report, and stating that the matter called for careful investigation; a statement on behalf of the master printers of Winnipeg in the nature of a reply to alleged misstatements contained in the letter sent to the press by the printers; the minute of the Privy Council of Canada submitting a re-

*For an account of the introduction of this resolution in the House of Commons, see *Labour Gazette*, Vol. VI., No. 12, p. 1346 (June, 1906).

port from the Deputy Minister of Labour on the results of his investigations into the representations made; the report of the Deputy Minister of Labour and the report of the debate in the House of Commons on the resolution introduced by Mr. Ralph Smith, M.P. The return also includes a copy of a communication from the Secretary of State for the Colonies to the Governor General, requesting the latter to thank his Ministers for their action and assure them that their suggestion of a remedy to meet future cases of a similar character might be provided for by similar legislation will receive the careful consideration of His Majesty's Government.

The report of the committee of the Privy Council of Canada bearing on this matter, and the communication of the Right Honourable the Secretary of State for the Colonies to the Governor General in reference thereto having a particular bearing upon the probability of legislation by the Imperial Parliament on this subject may be quoted at length:

EXTRACT FROM A REPORT OF THE COMMITTEE OF THE HONOURABLE THE PRIVY COUNCIL, APPROVED BY THE GOVERNOR GENERAL ON THE 5th APRIL, 1906.

The Committee of the Privy Council have had under consideration a despatch dated 21st February, 1906, from the Secretary of State for the Colonies, with regard to the efforts made to induce the emigration of compositors, printers and linotype operators to Winnipeg, and containing a copy of a petition addressed to His Majesty the King and to the Prime Minister of Great Britain by a number of printers recently induced to emigrate from England to Canada by Mr. Charles Brunning.

The Minister of Labour, to whom the said despatch was referred, reports that he has caused the matter of the said petition to be carefully investigated by Mr. Mackenzie King, the Deputy Minister of Labour, whose report thereon he submits herewith.

The Minister is of the opinion that an Act passed by the British Parliament with a view to prevent false representations in the United Kingdom to induce or deter emigration to Canada similar to the Canadian Act (4-5 Edward VII, Chap. 16) would prove a means of preventing such false representations as are complained of by the British printers in their petition, and would be in the interest of the people of this country as well as of Great Britain.

The Minister recommends that a copy of this report be forwarded to the Right Honourable the Secretary of State for the Colonies, and that the attention of His Majesty's Ministers in Great Britain be drawn to the above paragraph with respect to the advisability of enacting legislation in Great Britain for the purpose of preventing false representations in that country to induce or deter emigration to Canada.

The Committee, concurring in the foregoing, advise that His Excellency be moved to forward a copy hereof and of the report of the Deputy Minister of Labour hereto attached, to the Right Honourable the Secretary of State for the Colonies.

All which is respectfully submitted for approval.

JOHN J. MCGEE,
Clerk of the Privy Council.

THE SECRETARY OF STATE TO THE GOVERNOR GENERAL.

Downing Street, May 16, 1906.

MY LORD,—I have the honour to acknowledge the receipt of your despatch of the 18th ultimo, forwarding a report from the Deputy Minister of Labour with regard to the complaints made by certain printers who were induced to emigrate to Canada from the United Kingdom by the representations of Mr. C. Brunning.

2. I have to request you to thank your Ministers for the action which they have taken in the matter, and to assure them that their suggestion that a remedy to meet future cases of a similar character might be provided by Imperial legislation will receive the careful consideration of His Majesty's Government.

I have, etc.,
ELGIN.

AGREEMENT BETWEEN BUILDERS' EXCHANGE AND BRICKLAYERS' UNION OF MONTREAL.

THROUGH the courtesy of the secretary of the Builders' Exchange of Montreal, the Department of Labour has been supplied with a copy of a joint agreement between the Brick and Stone Contractors Section of the Builders' Exchange, and the Bricklayers' Union No. 1, Quebec (of the Bricklayers' and Masons' International Union of America) both of the city of Montreal, which agreement was entered into on July 5, as a means of preventing strikes and lock-outs, and of adjusting in a peaceful manner all grievances and disputes which may arise between employers and mechanics of the bricklayers' trade in Montreal.

The agreement is an important one, both on account of its nature and the extent of the interests of the contracting parties as well as being a measure which should assist materially in furthering conciliation and arbitration as a means of preserving industrial peace in Canada. The idea of an arbitration tribunal to settle all difficulties between these two parties was voluntarily suggested and accepted by them during the month of April, and the subject has been under discussion between the two parties since that time. The arrangement come to received the ratification of the International Union at its headquarters, and thereafter became binding upon

the members of the local union. The serious embarrassments caused to building operations in the city of Montreal by industrial disputes of recent years led the parties to seek a method of averting differences and of discovering a basis on which their mutual interests might be advanced in common with the general interests of the city. The Bricklayers' Union of Montreal is incorporated under the laws of the Province of Quebec and is both powerful and respected. The moral effect of the endorsement of the principle of arbitration by so important a body should bespeak for the principle the careful consideration of other labour organizations.

The terms of the agreement in *extenso* are as follows:—

JOINT ARBITRATION AGREEMENT BETWEEN THE BRICK AND STONE CONTRACTORS' SECTION OF THE BUILDERS' EXCHANGE.

AND

THE BRICKLAYERS' UNION NO. 1 OF QUEBEC (OF THE BRICKLAYERS' AND MASONS' INTERNATIONAL UNION OF AMERICA): BOTH OF THE CITY OF MONTREAL.

This agreement made this fifth day of July 1906 by and between the said Association and said Bricklayers' Union is for the purpose of preventing strikes and lockouts, and of adjusting in a peaceful manner all grievances and disputes which may arise between the employers and mechanics of the bricklayers' Trade:

WITNESSETH:—

That the parties hereto agree to the following:—

1. The Bricklayers' Union of Montreal will recognize the Builders' Exchange as a direct party to this agreement.

2. The Bricklayers' Union of Montreal agrees to be an independent organization from all other unions except those affiliated with the B. and M. International Union.

3. A strike or lockout can only be ordered by the Arbitration Board in session, and members of the association and Union will comply with the Arbitration Board's joint agreement and working rules; should a member or members refuse to do so they shall be fined by the Association or Union to which such member belongs, and said fine must be paid within thirty days of suspension of said member or members must take place until the fine is paid.

Arbitration Board.

4. Both parties agree to elect or appoint a joint Arbitration Committee. This Committee shall consist of not less than six members—four members to constitute a quorum—equally divided between the associations represented. The members of the Committee shall be elected annually by their respective associations at their regular meetings for the election of officers. An umpire shall be chosen by the Committee at their annual meetings, as the first item of business after organization. This umpire must be either a workman or an employer of workmen. He shall not serve unless his presence is made necessary by failure of the Committee to agree. In such case he shall act as presiding officer at all meetings and have the casting vote as provided in Rule 9. No member who is not engaged in the bricklaying trade shall be eligible to act as representative on the Board of Arbitration.

5. A regular annual meeting of the Committee shall be held during the month of January, at which meeting the special business shall be the establishment of "Working Rules" for the ensuing year; these rules to govern employers and workmen, and to comprehend such particulars as rate of wages per hour, number of hours to be worked, payment for overtime, payment for Sunday work, government of apprentices, and similar questions of joint concern.

6. Special meetings shall be held when either of the parties hereto desire to submit any question to the Committee for settlement.

7. For the proper conduct of business a chairman shall be chosen at each meeting, but he shall preside only for the meeting at which he is chosen. The duty of the chairman shall be that usually incumbent on a presiding officer.

8. A clerk shall be chosen at the annual meeting to serve during the year. His duty shall be to call all regular meetings, and to call special meetings when officially requested so to do by either body party hereto. He shall keep true and accurate record of the meetings, transmit all findings to the associations interested, and attend to the usual duties of the office.

9. A majority vote shall decide all questions. In case of the absence, death or removal of any member, the President of the Association by which he was appointed shall have the right to appoint a substitute in his place. The umpire shall have the casting vote in case of tie.

Procedure of Sessions.

10. When a grievance or dispute arises on work, that is to say, if the annual agreement is considered to have been violated, the question must be reported to the President of the Board of Arbitration, when an adjustment of said grievance or dispute must be affected. But should they fail to come to a settlement by a majority vote, the Board shall refer the decision to the umpire appointed—as provided by Article 4.

Power of the Board.

11. It shall be the right of the Joint Arbitration Board assembled to summon member or members of the association or union to appear as witnesses before the Board, and this under penalty of a fine of $5.00 for non-attendance; said fine to be paid to the President of the Joint Arbitration Board, to be disposed of as decided by a majority vote of the Board.

No Stoppage of Work.

12. No member shall stop working on a job because non-union are employed on said job—that is to say—all other trades but work appertaining to bricklaying or masonry trades, in which case members of the B. & M. I. U. can act according to their by-laws and constitution.

Principle Governing the Board.

13. Both parties agree to adopt the following principle as a basis for the joint working rules to govern the Joint Arbitration Board.

Business Agent.

14. The business agent or president of the Bricklayers' Union shall be allowed to visit all jobs during working hours, to interview the steward of the job and possibly other members of this Union. Nothing in this rule shall be construed as giving such agent any authority to issue orders controlling the work of workmen, or to interfere with the conduct of the work; he shall report all grievances or alleged violations to the President of the Arbitration Committee for immediate action.

Apprentices.

15. Section 1. When an apprentice desires to work on trial, such trial must not exceed two weeks, and he must not be over 18 years of age. If the contractor is satisfied he must pass a notarial act for a term of four years to practice the bricklaying trade; the Union may require of him an examination as to his ability before he becomes a member.

Section 2. If an apprentice breaks his engagement with his employer for any legitimate reason, or by mutual consent of both parties, the said apprentice must finish his time with another contractor and he must give notice of his new engagement to the Union; the Union will recognize any scale of wages agreed by and between such contractors and apprentices.

Section 3. The father will have the right to teach his son the trade providing he works with him regularly and does not enlarge the number of apprentices by more than one. The said apprentice shall become a member at the expiration of four years' term, and such with all apprentices.

Section 4. All apprentices entering the bricklaying trade under all the conditions above mentioned shall be recorded in the books of the Union.

Section 5. If the contractor or contractors discontinue contracting before the apprentice is out of his time, he must furnish the apprentice a written discharge stating the cause,—and if the apprentice leave his contractor, or break off his contract, he shall be refused the right to serve for another contractor; and furthermore, members of this Union will not be allowed to work with said apprentice.

Section 6. The number of apprentices for each contractor or contractors shall be two (2); but should an amendment to these clauses be effected, the Joint Arbitration Board must affirm such amendment.

Work Outside of City.

16. Work outside of the city of Montreal shall be done under all of these same conditions, providing the contractor is from the city, or that this Union furnishes the men on said job, except when coming under the jurisdiction of any other Union affiliated with the B. & M. I. U.

Right of Work.

17. Workmen are at liberty to work for whomsoever they see fit, and employers can employ and discharge whomsoever they see fit, but there shall be no discrimination against race or creed by either parties.

Foreman.

18. The foreman shall be a member of the Bricklayers' Union.

Steward.

19. The steward shall act as the representative of this Union, and shall be allowed to perform his duty.

Working Rules.

20. The standard working time shall be 9 hours for all kinds of work, repairs, etc., from 7 a.m. to 12 a.m. and 1 p.m. to 5 p.m. beginning from the 1st of April to the 31st of October, and from the 1st of November to the 31st of March, winter hours shall be a matter of individual arrangement with respective employers, but not to exceed 9 hours per day, between 7 a.m. and 4.30 p.m. In cases of emergency working time shall be decided by the members of the Union on said job, but shall be in accordance with the International Constitution of the B. & M. I. U.

Scale of Wages.

21. The scale of wages of this Union shall be 45c. per hour.

22. All work done outside of regular working hours shall be paid time and one-half, and all work done on Sundays shall be paid as double time; no extra work shall begin before 6 p.m.

Pay Day.

23. The members of this Union shall be paid every Saturday before 5 p.m. on the job.

Branches of Work.

24. All kinds of brick work, cutting and setting of terra cotta and fire-proofing, pointing, cutting and setting of cement blocks. All cement that is used for backing up external walls, the building of party walls, columns, girders, beams, floors, stairs and plaster block partitions *when substituted for brick* shall be done by bricklayers. The contractor, however, shall have the right to employ masons or bricklayers at his option to back up masonry on private residences, on walls not exceeding 20 inches.

IT IS HEREBY AGREED that this agreement and working rules shall be in force between the parties hereto from May 1st, 1906, to May 1st, 1907.

IT IS EXPRESSLY UNDERSTOOD that nothing in this agreement shall be so construed as to interfere with the loyalty of the Builders' Exchange or this Union to their respective associations.

Signed by the Joint Arbitration Board.

Committee representing the Brick and Stone Contractors' Section of the Builders' Exchange:

1. Sgd. J. H. HUTCHISON, *Chairman.*
2. " JOHN QUINLAN.
3. " E. GAUTHIER.

Committee representing the Bricklayers' Union, No. 1, Quebec:

1. Sgd. E. BRUNET.
2. " J. W. LACROIX.
3. " DAVID GIROUX.

Mr. A. C. Hutchison (of Hutchison & Wood, Architects) unanimously named as referee in case of failure to come to a majority decision by this Board of Arbitration.

J. H. LAUER,
Secretary.

Mr. A. C. Hutchison, of Hutchison & Wood, architects, has been unanimously named as referee in case of failure to come to a majority decision by the Board of Arbitration provided in this agreement.

It is interesting to note that the agreement entered into between contractors and mechanics, members of the Bricklayers' and Masons' Section of the Builders' Exchange and the Bricklayers' Union of Montreal, is similar to, though somewhat more extensive than the agreement entered into between similar organizations in the same branch of the building trades in Calgary on June 12, an account of which agreement was published in full in the July number of the *Labour Gazette*.*

RECENT INDUSTRIAL INVENTIONS.

Particulars as to the inventions of which mention is made in this article will be found in the last number of *The Canadian Patent Office Record* issued by the Department of Agriculture.

DURING the month of February, there were issued 523 patents. Of these, 45 related to agriculture, 31 to fishing and hunting, 5 to lumbering and 121 to mining. There were 11 patents concerning railway construction, 28 concerning building and 100 relating to the metal trades. There were 25 electrical inventions, 15 relating to woodworking and kindred industries, 11 to printing, 4 to textile and 33 to clothing trades. There were 18 patents relating to the preparation of food and 1 to the leather trades. There were 24 relating to the railway service and 56 to other

* See the *Labour Gazette*, Vol. 7, No. 1, p. 60.

means of transport. The remaining inventions concerned various miscellaneous.

Among the inventions relating to *agriculture*, there were 3 cultivators, 3 mowers, 3 cream separators, 2 cheese cutters, and 2 churns. Other agricultural inventions comprised a process of purifying grain, a weed exterminator and an apparatus for destroying tree stumps.

The inventions relating to *fishing* consisted in an artificial bait, a method of preserving fish, and a fish hook.

Those relating to *lumbering* were a device for raising lumber, an apparatus for loading and unloading lumber trucks, 2 sawing machines and a machine for saw mills.

The *mining* inventions included 2 patents for processes of treating zinc ore, and 2 ore separators for copper and nickel and a process for concentrating pyritic ores. The other inventions were apparatus for placer mining, for reducing ore and refining metals and for obtaining nickel, a pick, an ore roaster, a coal washer and gas retort benches.

The inventions relating to *railway construction* comprised 3 rail joints, 2 ties, 2 switches, a crossing, a rail, a rail stay and a brace.

The patents relating to the *building trades* included, among others, 2 brick machines, 2 briquette machines, 3 gates, a concrete mixer, a method of making concrete blocks and a metal fabric for use in concrete blocks. There were machines for making building blocks and for sawing marble.

Among the inventions relating to the *metal trades*, there were 23 turbine patents, 6 engine valves, 5 lubricators, 3 machines for transmitting power, 3 nut locks, and 3 moulding machines. There was patented a compound for welding metals consisting in boracic acid and phosphate of soda.

Among the *electrical* inventions, there were 5 signalling systems, 2 telephones, 2 starting means for gas and vapour electrical apparatus, a governor, a dynamo, and a means of controlling over-head wires. There were also 2 patents relating to telegraphy, one of which was a system of recording graphic processes, and the other for wireless telegraphy.

The inventions relating to woodworking comprised 4 articles for furniture, 4 machines for cutting and shaping, for making shingles, straightening wheels, for turning wood and a dowel making machine. There were also 2 patents relating to box making, planing mechanism, a gauge for nut screws and a barrel.

In the *printing trades*, there were 4 patents for compositions for preventing a set-off in printing, a process for a reproduction of stereotype plates and 6 inventions relating to photography.

The inventions relating to the *textile* industry comprised 2 stop motions for textile machines, a bobbin and a spinning frame.

Those relating to *clothing* comprised 12 patents relating to the manufacture of boots and shoes, 15 articles of wear, a sewing machine, a machine for making wire hat frames, and four inventions related to laundry work.

The inventions relating to the *preparation of food* included a refrigerator for bar counters, 3 food compounds, 2 water purifiers, a process of pasteurizing liquids and a process of preparing grain for food. A process was patented for the manufacture of a food product out of animal or vegetable fat, containing olien, palmatin, and stearine in the same proportions as found in human fat. A compound for treating impure water is resin prepared by repeatedly heating and cooling dissolved in a solution containing common soda, caustic soda, and silicate of soda mixed with a solution of hydrate of zinc and sodium of hydrate.

The only invention in the *leather trades* related to the manufacture of trunks.

Among the inventions relating to *railways* comprised, among others, 8 cars, 2 brakes, 2 couplers, a locking device, a car fender, and a snow-plough.

There were 2 patents for railway gates, one of which consisted in a machine for closing the gates automatically by means of the wheel of an approaching car which moved a depressible bar placed beside the track and conneced with the gate. An alarm for preventing railway collisions was patented, consisting of a dynamo and an alarm bell on a railway vehicle with 2 pairs of insulated metal rails along the track. Under the vehicle there is a contact roller running on the track and connected with the dynamo and alarm bell. When two

trains approach each other on the same track with this equipment, the dynamo of each operates the alarm on the other vehicle.

Among the inventions relating to other means of *transport,* there were patented 10 dumping vehicles, 5 conveyors, 3 submarine boats and 5 other marine vessels. Two inventions related to elevators and 3 to hoisting apparatus. Other inventions included a buoy for indicating wrecks, a motor vehicle, 2 brakes, 7 wheels, and 4 axles.

Among the *miscellaneous* inventions, there were 22 articles of business utility, including 4 patents for adding machines, 6 for time registers, a cash register and a pasting device. There were 2 inventions relating to pulp manufacture and 3 machines for making paper bags, 2 windmills, machinery for making buttons, carving, for making excelsior and for shaping earthernware pipes.

IMMIGRATION AND COLONIZATION.

THE influx of immigrants into Canada was less active during July, owing to the advance of the season than in the preceding month. It will be seen, however, from the latest official returns given below, that the number of arrivals during the present season has very largely exceeded that of the preceding year which was in turn by a wide margin the heaviest immigration year ever recorded in the history of the Dominion.

Recent Immigration Returns.

The following official statements with regard to recent immigrant arrivals in Canada are published by courtesy of the Department of the Interior, Canada.

Immigration through ocean ports during June, 1906, declared for Canada, was as follows:—

IMMIGRATION BY OCEAN PORTS DURING JUNE, 1906.

	Male.	Female.	Children under 12.	Total
Immigrants	10,813	4,815	5,019	20,637
Returned Canadians	853	177	63	1,093
Tourists	345	199	34	578
Totals	12,011	5,181	5,116	22,308

A summary of immigration proper through ocean ports, declared for Canada, during the fiscal year ended June 30, 1906, is as follows:—

IMMIGRATION BY OCEAN PORTS DURING FISCAL YEAR ENDED JUNE, 1906.

	Male.	Female.	Children under 12.	Total.
July	4,440	2,141	2,268	8,849
August	3,582	1,705	1,810	7,097
September	3,554	2,211	1,942	7,707
October	2,411	1,568	1,367	5,346
November	1,692	1,061	793	3,546
December	1,495	665	552	2,712
January	1,206	459	436	2,101
February	2,033	644	500	3,179
March	9,839	2,164	2,238	14,241
April	13,624	3,043	2,905	19,572
May	17,083	5,509	5,309	27,901
June	10,813	4,805	5,019	20,637
Totals	78,106	27,273	25,939	131,268

During the fiscal year 1904-05, a total of 102,723 arrivals was reported, making an increase of 28,545 for the fiscal year 1905-06.

The total immigration from the United States during the fiscal year 1905-06 was as follows:—

IMMIGRATION FROM THE UNITED STATES DURING FISCAL YEAR 1905-06.

Through Montreal	1,083
Through Winnipeg and outports	47,761
Customs entries	7,193
Lake St. John District	1,088
Rainy River district	342
Montreal Colonization Society	225
Temiscaming district	134
Total	57,796
Immigration for fiscal year 1904-05	43,543
Increase during 1905-06	14,253

The following is a comparative statement of the total immigration to Canada during the fiscal years 1904-05 and 1905-06 respectively.

TOTAL IMMIGRATION DURING THE FISCAL YEARS 1904-05, AND 1905-06.

	Fiscal year 1904-05.	Fiscal year 1905-06.	Increase.
English	48,847	65,135	16,288
Welsh	770	797	27
Scotch	11,744	15,846	4,102
Irish	3,998	5,018	1,020
Total British	65,359	86,796	21,437
Continental, etc	37,364	44,472	7,108
United States	43,543	57,796	14,253
Total immigration	146,265	189,064	42,796

The fiscal year 1904-05 shows an increase of 15,935 in the number of immigrants arriving compared with 1903-04.

British Emigration Returns.

During the month ended June 30, 1906, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING JUNE

Nationality.	1906.	1905.
English	10,147	6,995
Scotch	3,741	1,854
Irish	476	368
Total of British origin	14,364	9,217
Foreign	2,799	3,649
Nationality not distinguished	7	6
Total	17,170	12,872

For the six months ending June 30, 1906, the report was as follows:—

EMIGRATION FROM GREAT BRITAIN FOR THE SIX MONTHS ENDING JUNE, 30.

Nationality.	1906.	1905.
English	53,235	39,289
Scotch	13,640	8,293
Irish	2,491	1,933
Total of British origin	69,366	49,515
Foreign	11,879	14,135
Nationality not distinguished	21	17
Total	81,266	63,667

Homestead Entries during June, 1906.

The following statement, published by courtesy of the Department of the Interior, Canada, shows the number of homestead entries made in June, 1906, as compared with June, 1905:—

Agency.	1906.	1905.	Increase.	Decrease.
Alameda	298	171	127	
Battleford	942	600	43	
Brandon	12	21		9
Calgary	133	177		44
Dauphin	60	38	22	
Edmonton	522	256	266	
Kamloops	10	11		1
Lethbridge	211	188	23	
Minnedosa	29	30		1
New Westminster	2	3		1
Prince Albert	275	220	55	
Regina	1,796	1,303	493	
Red Deer	434	275	159	
Winnipeg	114	65	49	
Yorkton	531	518	13	
Total	5,369	4,175	1,350	56

It will be seen that there has been a net increase in the number of homestead entries made in June, 1906, as compared with June, 1905, of 1,194. A statement of the homestead entries made during the fiscal year 1905-06, as compared with the fiscal year 1904-05, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES DURING FISCAL YEAR 1905-06, COMPARED WITH FISCAL YEAR 1904-05.

Month.	1905.	1904.	Increase.
July	3,751	3,011	740
August	3,040	2,360	680
September	2,406	2,015	391
October	2,771	2,015	756
November	3,468	2,642	826
December	2,335	1,902	433
	1906.	1905.	
January	1,903	1,407	496
February	2,036	1,169	867
March	4,018	2,426	1,592
April	6,189	3,781	2,408
May	4,583	3,916	667
June	5,369	4,175	1,194
Total	41,869	30,819	11,050

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, during June, 1906, were as follows:—

STATEMENT SHOWING NATIONALITIES OF HOMESTEADERS DURING JUNE.

NATIONALITIES.	No. of Entries.
Canadians from Ontario	984
" Quebec	91
" Nova Scotia	23
" New Brunswick	26
" Prince Edward Island	22
" Manitoba	221
" Saskatchewan	69
" Alberta	53
" British Columbia	14
Persons who had previous entry	300
Newfoundlanders	3
Canadians returned from the United States	92
Americans	1,637
English	706
Scotch	214
Irish	56
French	53
Belgians	23
Swiss	2
Italians	.....
Roumanians	14
Syrians	.....
Germans	85
Austro-Hungarians	272
Hollanders	18
Danes (other than Icelanders)	16
Icelanders	18
Swedes	74
Norwegians	86
Russians (other than Mennonites and Doukhobors)	70
Mennonites	21
Doukhobors	.....
Chinese	.....
Japanese	.....
Persians	.....
Australians	1
New Zealanders	.....
South African	1
Total	5,369
Representing 13,775 souls.	

Of a total of 1,729 entries made in June by persons coming from the United States to Canada, 516 were from North Dakota, 411 from Minnesota, 107 from Iowa, 102 from Illinois, 80 from the State of Washington, 66 from Wisconsin, 63 from South Dakota, 59 from Michigan, 39 from Nebraska, 33 from Indiana, 32 from Montana and 25 each from New York and Ohio.

Lands Patented During June, 1906

An abstract of letters patent, covering Dominion lands, situate in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued from the Department of the Interior during the month of June, 1906, is as follows:—

LAND PATENTED DURING JUNE, 1906.

Nature of Grant.	No. of Patents	No. of Acres
British Columbia Homesteads	8	1,219.70
British Columbia Sales	4	253.95
Commutation Grants	.....	.....
Homesteads	1,045	166,232.84
Manitoba Act Grants	1	12.00
Military Homesteads	.....	.....
Mineral Rights	.....	.....
Northwest Half-breed Grants	24	4,179.02
Parish Sales	4	191.54
Quit Claim Special Grants	.....	.....
Railways:		
Calgary and Edmonton Ry. Co.	.....	.....
Calgary and Edmonton Ry. Co., (Under Rights, 71,229.32 acres)	60	.....
Canadian Northern Ry. Co.	38	6,861.95
Can. Pac. Ry. Grants	39	69,007.44
Can. Pac. Ry. Grants (Souris Branch)	22	119,049.90
Can. Pac. Ry. Roadbed and Station Grounds	.....	.....
Man. and Northwestern Ry	.....	.....
Man. Southwestern Col. Ry.	29	17,447.08
Qu'Appelle, Long Lake and Sask. Rd. and Steamboat Co.	1	637.10
Sales	31	4,158.06
School Land Sales	21	2,818.65
Special Grants	13	109.66
Yukon Territory Sales	1	120.00
Totals	1,341	392,298.89

In June, 1905, the number of patents issued was 1,197, covering an area of 1,076,763.51, showing an increase for June, 1906, of 144 in the number of patents, but a decrease of 684,464.62 in the area patented.

Land Sales of Companies.

The following is a statement of the farm land sales made by the Canada Northwest Land Company, Limited, during the month of June, 1906, as compared with June, 1905, and also of the sales from the beginning of the calendar year to June, 1906, as compared with the corresponding period of 1905:—

LAND SALES OF CANADA NORTH-WEST LAND COMPANY DURING JUNE, 1906, AND JUNE, 1905.

	Acres.	Price obtained.
June, 1906	5,255.12	$ 57,685.30
" 1905	13,033.57	87,088.02
Decrease 1906	7,778.45	29,402.72
From Jan. 1 to June 30, 1906	39,491.78	$359,326.09
" " " " 1905	44,461.95	299,695.06
Decrease 1906	4,970.17	* $59,631.06

* Increase.

The following is a statement of land sales by the Canadian Pacific Railway Company in Western Canada during June, 1906, as compared with June, 1905:—

LAND SALES OF CANADIAN PACIFIC RAILWAY, JUNE, 1906, AND JUNE, 1905.

Locality.	Acres.		Prices obtained.		Average price.		Increase or decrease.	
	1906	1905.	1906.	1905.	1906.	1905.	Acres.	Price.
			$	$	$	$		$
Manitoba	2,518.33	3,344.78	19,073.50	17,945.93	7.57	5.37	Dec. 846.45	Inc. 1,127.51
Assiniboia	.....	45,449.30	.....	235,116.09	.....	5.17	Dec. 45,449.30	D'c. 235,119.09
Saskatchewan	41,714.17	6,649.32	319,622.89	37,085.35	7.66	5.58	Inc. 35,064.85	Inc. 282,537.54
Alberta	32,930.85	10,963.25	261,157. 30	55,645.49	7.93	5.08	Inc. 21,967.60	Inc. 205,511.81
Total	77,663.35	66,406.65	599,853.69	345,792.86	7.77	5.20	Inc. 10,756.70	Inc. 254,060.83

Vancouver sales during June: 1906, $40,000; 1905, $39,964. Increase for June, 1906, $36.00.

Notes.

The final *Homeseeker Excursion* of the season conducted from Ontario to Western Canada by the Canadian Pacific Railway Company, left Toronto on July 17.

It was estimated that up to the beginning of July, 12,000 male immigrants had been placed on *Ontario farms* during the present season. Of these about 5,000 were placed by the immigration department of the Ontario Government.

Under an agreement between the government of the Province of New Brunswick and the *Salvation Army*, a sum of $3.00 per capita is paid for men, women and children, with an additional grant of $500, for the present fiscal year, to cover the expenses of the officer engaged in the work and for advertising the resources of the province in Great Britain. Payments are made half yearly by the province, the Army making monthly reports of the number of people settled, giving the name, age, sex, and address of the same.

It was stated that the immigration work of the *Salvation Army* for the present year was practically concluded during July, the total number of immigrants brought to Canada this year being upwards of 12,000. The projected operations of the Army for the season of 1907 were stated to include the bringing out of 25,000 British emigrants to Canada. It was also stated that the *Church Army* expected to send out 20,000 emigrants in 1907, a total of 2,000 having been emigrated under the auspices of this agency from March up to June 30 last.

TRADE DISPUTES DURING THE MONTH OF JULY.

THERE were few disputes during the month of July which caused serious interruptions to industry in Canada. Normal conditions were resumed at Lethbridge, Alta., where a prolonged dispute of coal miners had taken place. The only locality affected by a large dispute was Winnipeg, Man., where about 175 plumbers went out on July 3.

Analysis of Trade Disputes During the Month.

Number and Magnitude. — The total number of disputes affecting both employers and employees, reported to have been in existence in Canada during July was nineteen, a decrease of eleven compared with June, and a decrease of two compared with July, 1905. About 50 establishments and 725 employees were directly affected and 1,200 employees were indirectly affected by new disputes during the month. Including the disputes which were in existence prior to July 1, there were in all about 67 firms and 1,737 employees directly or indirectly affected during the month.

Loss of time in working days.—The loss

of time to employees through trade disputes during July was approximately 27,710 working days, compared with 38,215 in June and 59,595 in July, 1905.

Trades affected by new disputes.—The following trades were affected by the new disputes during the month:—

Trades	Number of Disputes
Lumbering	1
Mining	1
Building Trades	2
Clothing Trades	1
Leather Trades	1
Transport	2
Unskilled Labour	1
Total	9

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces:—

Province	Number of Disputes
Quebec	1
Nova Scotia	2
Ontario	4
Manitoba	1
Alberta	1
Total	9

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause	Number of Disputes
For higher wages	4
For higher wages, shorter hours and union shop	1
Against discharge of employees	1
Alleged violation of agreement	1
Sympathetic	1
For regular payment of wages	1
Total	9

Methods of settlement.—Of the nineteen disputes which were in existence nine were terminated in the course of the month leaving ten still in existence at the close of the month. Four disputes were settled by negotiations between the parties concerned, one by arbitration. In two cases the places of strikers were filled and in one work was resumed on the employer's terms.

Results of the disputes.—In the disputes which were terminated the employers were successful in three cases, the employees in three cases, and in three, a compromise was reached.

Disputes Commenced Prior to the Beginning of the Month.

The disputes which commenced prior to July 1 and which were in continuance during the month, were strikes of coal miners at Lethbridge, Alta., textile workers at Magog, Que., brass workers at Montreal, carriage makers at Toronto, Ont., canoe makers at Fredericton, N.B., cap workers at Toronto, Ont., and Montreal, Que., bakers at Montreal, Que., and Hamilton, Ont., and cigarmakers at Berlin, Ont. A brief account of these disputes is given below:—

Strike of Coal Miners at Lethbridge, Alta.

No definite settlement was reached with regard to the strike of coal miners at Lethbridge, Alta., which began on March 9, owing to the refusal of the company to grant a demand for an increase in wages. It was reported, however, that the company commenced operations during the month of June, and in the month of July conditions ceased to be affected so far as the company was concerned. About 500 men were originally involved in this dispute.

Strike of Textile Workers at Magog, Que.

A strike of the employees of the Dominion Cotton Company of Magog, Que., which began on June 21, affecting 125 employees directly and 75 indirectly, was terminated on July 18. The dispute arose through an objection of the company to a newly formed trade union. The company offered their employees an increase in wages on the condition that they would not have anything to do with the union. According to the terms of the settlement, the cotton mill employees receive increases in wages averaging 13 to 14 per cent, and the employees in the printing works and yards were also promised a fair increase. The company did not recognize the union.

Strike of Brass Workers at Montreal, Que.

A strike of brass workers at Montreal, Que., which began on June 25, was terminated on July 24, work being resumed on the following day. The cause of the dispute was the refusal of the company to grant a demand for an increase in wages. The men alleged that the com-

pany has not fulfilled its promise in this matter with regard to the wages of certain employees. The dispute was settled by arbitration, the company agreeing that an increase in wages would be granted to 11 out of the 22 who had not previously received an increase. The company also promised to pay time and one-half for work done on Saturday afternoons, if 55 hours had been worked during the week.

Strike of Carriage Workers at Toronto, Ont.

No definite settlement was reported with reference to a strike of carriage workers at Toronto, Ont., of whom 80 employed by eight firms stopped work on May 1, owing to the refusal of the employers to grant a reduction in working hours from 55 to 50 per week.

Strike of Canoe Makers at Fredericton, N.B.

With reference to a dispute of 13 canoe makers at Fredericton, N.B., which began on June 4, owing to the refusal of the firm to grant a demand for a working day of 9 instead of 10 hours, this dispute which was originally a strike, subsequently became a lock-out as the men were willing to return under the old conditions. At the end of July, it was reported by the company that some of the strikers had sought work elsewhere during the month and that two of their old employees had been taken back. The company expect to put more at work soon.

Conditions remained unchanged with regard to a strike of 33 cap workers at Toronto, Ont., which began on June 26, owing to the discharge of an employee, and a strike of cigarmakers a Berlin, Ont., which began on June 2, on account of the refusal of two firms to grant an increase of 50 cents per thousand cigars.

No reports were received of any settlements being reached in the case of a strike of 50 bakers at Montreal, Que., which commenced on May 28, owing to the refusal of the employers to grant an increase in wages of from $11 to $15 per week, and a strike of bakers at Hamilton, Ont., which began on May 5, owing to the refusal of the employers to grant a demand for the recognition of the union and an increase wages. Conditions, however, ceased to be affected by these disputes.

A strike of lithographers at Hamilton, Ont., which began on August 13, 1905, was officially declared off by the union on July 3, 1906, and some of the strikers were taken back by their former employers. This dispute has been omitted from the table of trade disputes since the December, 1905, issue, the employers having reported that they were no longer affected.

Information was received that a strike of 200 garment workers employed by the Montreal Waterproof Clothing Company of Montreal, Que., which began on May 28, was terminated about June 18, when the places of the strikers were filled. The cause of the dispute was the refusal of the company to re-instate several employees who had been dismissed.

NEW DISPUTES.

The principal disputes which commenced in July were strikes of plumbers at Winnipeg, Man., of coal boys at Springhill, N.S., and street railway employees at London, Ont. The other disputes affected builders' labourers at Calgary, Alta., cap workers at Toronto, Ont., leather workers at Gananoque, labourers at Welland, Ont., sawmill hands at Scotstown, Que., and coal handlers at Halifax, N.S.

Strike of Plumbers at Winnipeg, Man.

On July 2, a strike of plumbers took place at Winnipeg, Man. owing to the refusal of certain employers to sign an agreement presented by the Journeymen Plumbers' Union, which involved an increase of 2½ cents per hour and a working day of 8 hours instead of 9. The agreement presented was as follows:—

1. Master Plumbers, when employing plumbers, gas, steam and sprinkler fitters, shall employ none but members of Local 62, or men willing to join.

2. That eight hours shall constitute a days' work—8 a.m. till 12 noon, and 1 p.m. to 5 p.m.

3. That wages be from 40c. to 52½c. per hour.

4. That over-time be time and one-half till 12 p.m., after that double time till 8 a.m. Time and one-half for working straight night shifts. Double time for Sundays and legal holidays—New Years Day, Victoria Day, Dominion Day, Lab-

TABLE OF TRADE DISPUTES DURING THE MONTH OF JULY.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH											
Mining—											
Coal Miners	Lethbridge, Alta.	Demand for increase in wages and other changes	1	.....	500	.....	.....	.....	Mar. 9	.....	Places of strikers were filled.
Metal Trades—											
Brass workers	Montreal, Que.	Demand for an increase in wages.	1	.....	80	.....	.....	.....	June 25	July 26	Settled by arbitration,
Woodw'king Trades-											
Carriage workers	Toronto, Ont.	Demand for reduction in working hours from 55 to 50 per week	8	.....	80	.....	.....	.....	May 1	.....	No settlement reported but conditions ceased to be affected.
Canoe makers	Fredericton, N.B.	Demand for a day of 9 hours instead of 10	1	.....	13	.....	.....	.....	June 4	.....	No settlement reported, but some sought work elsewhere and two were re-engaged by firm.
Clothing Trades—											
Cap workers	Montreal, Que.	Against employment of non-unionists	1	.....	20	.....	.....	.....	May 3	.....	No settlement reported at end of month.
Cap workers	Toronto, Ont.	Against discharge of an employee and for recognition of union	1	.....	24	9	.....	.....	June 26	.....	No settlement reported at end of month.
Textile Trades—											
Cotton millhands	Magog, Que	Against company's offer of increased wages on condition of abandonment of union	1	.....	125	.....	75	.....	" 21	July 18	Increase in wages granted, union not recognized.
Food and Tobacco Preparation—											
Bakers	Montreal, Que.	Demand for increase in wages from $11 to $15 per week	.....	.....	50	.....	.....	.....	May 28	.....	No settlement reported, but conditions ceased to be affected.
Bakers	Hamilton, Ont.	Demand for recognition of union and increase in wages	1	.....	8	.....	.....	.....	" 5	.....	No settlement reported, but conditions ceased to be affected.
Cigarmakers	Berlin, Ont.	Demand for increase of 50 cents per 1,000 cigars	2	.....	8	.....	.....	.....	June 2	.....	No settlement reported at end of month.

DISPUTES WHICH BEGAN DURING THE MONTH

Lumbering—												
Saw millhands	Scotstown, Que.	Demand for regular monthly payment of wages	1		20				July	24	July 26	An agreement reached.
Mining—												
Coal boys	Springhill, N.S.	Demand for full day's pay when mine stopped at 3 p.m.; strikers alleged Co. violated agreement	1		200		1200		"	2	" 6	Co. paid amount docked in June and promised a full day's pay under similar circumstances in future.
Building Trades—												
Plumbers	Winnipeg Man.	Demand for increase in wages and 8 hour day and union shops	1		175				"	3		No settlement reported at end of month, but many strikers sought work elsewhere.
Builders' labourers	Calgary, Alta	Demand for increase in wages	3		40				"	2	July 5	Increase granted—a compromise.
Clothing Trades—												
Cap workers	Toronto, Ont.	In sympathy with other cap workers on strike	1		15	2			"	26		No settlement reported at end of month.
Leather Trades—												
Leather workers	Gananoque, Ont.	Demand for increase in wages	1		28				"	10	July 16	Increase in wages granted.
Transport												
Street ry. emp	London, Ont.	Against discharge of employees	1		110				"	27		No settlement reported, but places of many strikers were filled.
Unskilled Labour—												
Labourers	Welland, Ont.	Demand for increase in wages from 15 to 17½ cents per hour	1		100				"	16		No settlement reported, but some strikers returned at old rate and places of others were filled.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where, after the declaration of a strike, some of the original strikers have returned to work or have had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention, moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

our Day and Christmas Day; other holidays are optional with the men whether they work or not at single time.

5. On country work, at least one first-class journeymen shall be sent from the city; journeymen to be member of Local 62, and shall have his board and transportation supplied in addition to his regular wages.

6. No plumber shall do fitting and no fitter shall do plumbing.

7. No fitter shall be allowed more than one helper.

8. That one apprentice be allowed to each shop and said apprentice to be registered with Local No. 62.

9. That no member of Local No. 62 do plumbing or sub-contracting.

10. That this agreement stands till June 1st, 1907.

The employers stated that the agreement was presented at one days notice and that, while there was little objection to the maximum wage demanded, the minimum wage and the shop rules of the union were objected to. The report of the Master Plumbers' Section of the Builders' Exchange stated that during the month the non-union men who stopped work during the first few days of the strike had nearly all returned. From 20 to 24 firms of which 15 to 20 were small establishments, signed the agreement, but about 32 firms and 180 employes, according to the master plumbers, were affected by the dispute. The numbers given by the Union were 58 establishments and 175 employees. In the course of the month, the employers sought to obtain men from other sources and a number of the strikers obtained employment at various points in Saskatchewan and Alberta.

Strike of Coal Boys at Springhill Mines, N.S.

On July 2, the coal boys employed by the Cumberland Railway and Coal Company at Springhill, N.S., declared a strike, owing to a dispute with the company with regard to their wages. The employees claimed that the company had promised them full day's pay if they got out all the coal by 3 p.m., and that their wages were docked two or three times when operations ceased at the pit at that hour. According to this report, about 200 men were directly and 1,200 indirectly affected. The dispute was settled on July 6 when the boys were paid for all the time docked during June and obtained a verbal agreement that a full day's pay would be given in the future under similar conditions. According to the company, the cause of the dispute was the demand for a full day's wages of ten hours when the mines stopped hoisting coal at 3 p.m., making a day of 7½ hours. The company stated that 561 men were directly affected, and 943 indirectly, and that after four days the men returned under conditions which existed before the suspension of work, the demand having been refused.

Strike of Street Railway Employees at London, Ont.

On July 27, the employees of the London Street Railway Company of London, Ont., declared a strike, owing primarily to the discharge of three employees, members of the Street Railway Employees' Union. The first demand of the men was for the re-instatement of these discharged employees, but afterwards they presented the following demands to the Company:—

Twenty cents an hour flat for all employees, spare men as well as regular men.

The signing of an agreement by the company which will recognize the union, and provide for arbitration in case of future trouble.

No discrimination against employees because of connection with any labour organization.

The sum of $20 to be furnished conductors as capital to make change in the selling of tickets and collecting of fares.

Free uniforms for all employees who have been in the service of the company six months.

Regular men shall not be required to clean cars in the mornings before taking the cars out. This work to be done by barn employees.

Conductors shall not be required to take their fare boxes to the offices of the company at meal hours.

Regular men shall not be compelled to give up their regular run for any special run.

Motormen shall not be compelled to perform the duties of conductor at any time, nor conductors the duties of motormen at any time.

That the merit system of grading employees instituted by Manager King shall be done away with.

That the working hours shall be, as nearly as possible, nine hours per day, at the wages above named, twenty cents an hour.

The merit system referred to in these demands, was inaugurated on March 1, and consisted of merit marks being given to employees for good conduct and demerit marks for offences of any kind. After a certain number of demerit marks, the offender would be discharged.

The estimates as to the number involved in this dispute range from 75 to 130 men. Prior to the declaration of the strike, the Mayor of London appealed to the Provincial Railway and Municipal Board for their friendly intervention under section 59 of the Ontario Railway and Municipal Board Act, 1906, and the railway board arrived in London on the 27th and immediately began to take evidence. The Railway Company, however, refused to refer the matters in dispute to arbitration. A statement was given out by the Board that the representatives of the employees expressed their willingness to submit all differences to arbitration by the Board, agreeing to be bound by the award, that the men's grievances were submitted to the Board and communicated to the Street Railway Company, with the intimation that the men were willing to agree to arbitration, and that the officials declined to arbitrate any of the grievances alleged by the men. The men then requested the Board to investigate the charges against certain officials of the Company.

Notwithstanding the strike, the Company succeeded in operating a number of its cars and before the end of the month, the Company claimed that they were no longer affected by the dispute, the places of many of their old employees who had not returned having been filled.

Strike of Builders' Labourers at Calgary, Alta.

On July 2, a strike of 40 builders' labourers employed by 3 firms took place at Calgary, Alta. The cause of the dispute was the refusal of the employers to grant a demand for an increase in wages of from 27½c. to 30c. per hour for hod carriers and from 30c. to 37½c. per hour for mortar mixers. On July 5, the dispute was settled by the employers having agreed verbally to grant the hod carriers 30c. per hour and the mortar mixers 35c. per hour.

Strike of Cap Makers at Toronto, Ont.

On July 23, 17 employees of the Cooper Cap Company declared a strike out of sympathy with the strike of the employees of the Standard Cap Company, which had begun in June. The strikers alleged that the Cooper Company was filling orders for the Standard Cap Company, but this was denied by the former firm.

Strike of Leather Workers at Gananoque, Ont.

On July 10, a strike of leather workers employed by the Gananoque Harness Works took place at Gananoque, Ont. The cause of the dispute was the refusal of the employers to grant an increase in wages and to sign the price list which was offered by the men. On July 16, the strike was settled, an increase in wages being granted and the price list signed by the Company. According to the Company, there were 28 employees affected by the dispute, and according to the union, the number was 13, of whom 4 were under 21 years of age.

Strike of Labourers at Welland, Ont.

On July 16, a strike of about 100 labourers employed on the construction of the Ontario Iron and Steel Company's plant, declared a strike, owing to the refusal of the Welland Construction Company to increase their wages from $1.50 to $1.75 per day. In the course of the month, some of the strikers returned to work at the old rate and the places of others were filled, but at the end of the month, it was reported that some of the strikers were still idle and that the com-

pany had not a full complement of labourers.

On July 24, about 20 *sawmill hands* employed by the Great Northern Lumber Company of Scotstown, Que., declared a strike. The men complained that their wages were in arrears and demanded that they be paid regularly every month. On July 26, work was resumed, the Company having come to an amicable agreement with their employees, in respect to the matter in dispute.

Cessation of Work at Lundbreck, Alta.

During the month the mines of the Breckenridge and Lund Coal Company were closed about ten days while the Company was waiting the arrival of new safety lamps, the men having complained of accidents while working with open lights. Work was resumed on July 12.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of July, and which have been reported to the Department.

ENFORCEMENT OF FAIR WAGES RESOLUTION BY POST OFFICE DEPARTMENT, JULY 1906.

DURING the month of July the following orders were given by the Post Office Department for the supplies below mentioned. All were given subject to the regulations for the suppression of sweating system, and securing payment to the workingmen and women of fair wages and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$384.20
Making and repairing rubber dating stamps and type; also other hand stamps	23.80
Supplying stamping material and repairing stamping pads	812.51
Supplying mail bags	3,085.85
Repairing mail bags	784.15
Making and repairing mail locks and supplying mail bag fittings	3,358.05
Supplying street letter boxes and repairing portable letter boxes, railway mail clerks' tin travelling boxes and street letter boxes and parcel receptacles	319.56
Making and repairing miscellaneous articles of postal stores	6.05
Making up and supplying articles of official uniform	2,630.70

OPPORTUNITIES OF EMPLOYMENT.

In order that skilled workmen and labourers may be made aware of opportunities of employment and the demand for labour in different parts of the Dominion, the *Labour Gazette* publishes herewith a statement of such opportunities of employment as have been furnished to the Department of Labour by employers, contractors and others. While exercising care and discrimination in the statements which it publishes, it is to be understood that the parties who have supplied the information are alone responsible for the accuracy of it, and that beyond publishing the same for the mutual benefit of employers and employees the Department assumes no responsibility in connection with the publication. The Department will be pleased to receive for publication from persons desirous of obtaining skilled or unskilled labour in connection with any industries or trades of the country, a statement of the nature and extent of their demand. Similarly, the Department will be pleased to receive and publish on behalf of persons out of employment, statements from labour unions or bodies of skilled or unskilled workmen, of the nature and extent of the supply of labour available.

Parties desirous of profiting by the information contained in this article are requested to communicate direct with the persons concerned for further particulars, exact terms, etc., the purpose of the Department in publishing the information being solely that of making better known the demand and supply of labour.

Agriculture.—According to a statement issued by the Department of Agriculture, Manitoba, upward of 20,000 additional men will be required to harvest the western grain crop of the present year.

Railway construction.—J. D. McArthur, railroad contractor, Winnipeg, who has been awarded the contract for construction of the Grand Trunk Pacific Railway between Winnipeg and Peninsula Crossing (near Port Arthur), in a communication of July 19 has informed the Department that the work in connection with his contract is principally heavy rock cuttings, and that there is employment for some 4,000 to 6,000 men, principally those experienced in handling rock, and those who understand the handling of explosives, heavy rock work, bridge work and track-laying. The work parallels the Canadian Pacific Railway main line from Winnipeg to about Dinorwic, and is distant from that line from four to twenty-five miles. At present the points at which men can obtain immediate employment are accessible from the following stations on the Canadian Pacific Railway: Rennie, Dagero, Cross Kalmar and Kenora. During August and September the work will be opened up at points north of Kenora and Dinorwic on the Canadian Pacific Railway.

Lumbering.—Employment to upwards of 2,000 skilled woodsmen for the lumber camps was offered at Ottawa by Mr. J. R.

Booth at the close of July. It was stated that only experienced hands were required. Other Ottawa lumber firms were also anxious to secure large numbers of men.

Mining.—In a communication dated July 30, the Asbestos and Asbestic Company, Limited, of Asbestos, Que., informed the Department that they are short of labourers to work in their quarry at Asbestos, Que., and can place 20 men.*

AGRICULTURAL SETTLEMENTS IN BRITISH COLONIES--REPORT OF BRITISH DEPARTMENTAL COMMITTEE.

IN the month of January, 1905, Mr. Rider Haggard was appointed by the British Secretary of State for the Colonies as a Commissioner to inspect and report upon the agricultural and industrial settlements established in the United States by the Salvation Army. Mr. Haggard's report, descriptive of these settlements, and recommending that practical steps be taken by the Government of Great Britain to carry out an analogous system of land settlement in Canada, was issued in May, 1905,** and a departmental committee was thereupon appointed by the Colonial Office to consider the suggestions made, and to advise the Government whether any action could usefully be taken for promoting, in the British colonies, agricultural settlements of persons taken from the cities of the United Kingdom. The committee was also requested to express its views at large upon any questions or proposals of a practical nature relating to emigration.

Report of Committee.

The report of this committee was recently issued and was in general condemnatory of the suggestions made in Mr. Haggard's report. The committee stated that it had failed to find a thoroughly successful instance within the nineteenth century of "colonization" (defined as the transfer and direct settlement of persons in groups upon the land) as distinguished from the "emigration" or simple transfer of emigrants. Owing to the differing conditions of farm work in Great Britain and the colonies the committee, also, did not consider it advisable that an attempt should be made to establish farm colonies in the former for the instruction or training of persons for colonial life. More specific arguments advanced against Mr. Haggard's scheme for the settlement of families in the colonies were, that the proposed colony was too large, its management by a religious body undesirable, the expenses greater than calculated, the prospect of the return of the money advanced uncertain, and the difficulty as to the selection of settlers serious, if not insurmountable.

The committee, however, cited the advantages which might accrue from emigration at the present time, which were stated to be more favourable both in the mother country and the colonies than for some years. The machinery by which emigration might best be carried out was, in the opinion of the committee, supplied by the committees appointed under the "Unemployed Workmen's Act" (**), the Emigrant's Information Office, and the various emigration societies. The co-operation of the self-governing colonies in the matter of immigration, it was stated, should be a subject for discussion at the approaching Colonial Conference. The present system of juvenile emigration was stated to be working well, but might with advantage be more extensively carried out.

Recommendations of Committee.

In conclusion the following recommendations were made by the committee:—

'That no steps be taken by the Government at present to further any scheme of colonization.

'That a grant-in-aid should be given by the Imperial Government to the committee formed under the Unemployed Workmen's Act, for the purpose of emigration.

'That it should be made a condition of such grant-in-aid that the committee should accept the advice of the Emigrants' Information Office as to the colonies to which the emigrants should be sent, and that the actual work of emigration should be carried out by societies or organizations approved by that office; and, further, that if the colony concerned so desired, each emigrant should be approved by its representative in England.

*See also opening page of present issue of Labour Gazette for general statement as to opportunities of employment.

**An extended review of this report was published in the August, 1905, (Vol VI, No 2) issue of the *Labour Gazette*, page 169.

** A reference to the provisions of this Act was published in the September, 1905, issue of the *Labour Gazette*, page 289.

'That, in the event of that proposal being rejected, an annual grant-in-aid for the term of five years should be made to the Emigrants' Information Office, to be expended by them in the emigration of suitable persons to the British Colonies through such emigration societies as they may select; each emigrant being approved by the representative of the colony to which he is going, if the colony so desires; all details of the work, subject to these general principles, being left to the discretion of the committee of the Emigrants' Information Office; such annual grant being regarded as experimental; and annual reports showing the operation of the office being presented to Parliament, besides a complete report at the end of five years explaining fully the success or failure of the scheme.

'That should either of the courses above proposed be adopted, the name of the Emigrants' Information Office should be changed to "The Emigration Office," and the grant to that office increased in proportion to the additional importance and extent of its functions.

'That should any special fund be allotted for the purpose of assisting soldiers after their term of service to emigrate to the British colonies, the arrangements should similarly be entrusted to the Emigration Office and to organizations chosen by it; each soldier emigrant, as in other cases, being approved by the agent of the colony to which he is going, if the colony concerned so desires."

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR, CANADA—SECOND QUARTER OF 1906.

IN the accompanying table detailed information is presented relating to changes in rates of wages and hours of labour reported to the Department of Labour as taking effect during the second quarter of the calendar year 1906, including the months of April, May and June.

The changes reported during the quarter, affecting in each case a number of workpeople, were 80 in number. Of these, 70 were of the nature of an increase in wages, 9 were decreases in hours without reduction in pay, and 1 was a decrease in hours accompanied by a corresponding reduction in wages.

The General Result.

In the accompanying small table an analysis is presented showing the aggregate results, according to industries and groups of trades, of the several changes, insofar as detailed information was obtained by the Department. It will be seen that the final result of the changes was of the nature of a considerable increase in wages in all of the trades affected and of a decrease in hours of labour among several classes, the aggregate increase in weekly earnings being over $16,000, and the aggregate reduction in the number of hours worked per week being 12,878, the total numbers affected being 17,177. The most important changes, from the standpoint of numbers affected and aggregate increase in weekly earnings, took place in the railway service and in the building trades. In the former branch, an increase in the wages of *locomotive engineers* employed by the Grand Trunk Railway Company and of *conductors, trainmen and yardmen* employed by the Canadian Pacific Railway Company on lines east of Fort William, affected an approximate total of 3,900 men, with the result of increasing earnings by approximately $4,500 per week. An even higher increase in weekly earnings went into effect in the *building* trades, namely about $5,000, and the total number of men affected was upwards of 3,500, the chief changes being among carpenters and bricklayers. An increase in the wages of *cotton mill employees* granted by the Dominion Textile Company affected approximately 1,600 workpeople to the extent of increasing total earnings by some $2,340 per week.

Table Showing by Industries and Groups of Trades Results of Changes in Wages and Hours of Labour during the second quarter of 1906.

Industry or Group of Trades.	Number of Workpeople Affected.	Total Increase in Weekly Earnings.	Total decrease in Weekly Earnings.	Total Increase in hours of Employment per Week.	Total Decrease in Hours of Employment per Week.
Lumbering	745	$ 773.50			
Mining	161	241.50			
Building Trades:					
(a) Bricklayers, Masons, Plasterers	606	1,113.90			
(b) Carpenters and Joiners	1518	1,766.40			750
(c) Painters and Decorators	451	851.30			1548
(d) Plumbers	595	707.00			342
(e) Stonecutters	145	201.00			
(f) Builders' Labourers	270	348.50			
Total	3585	4,988.10			
Metal and Engineering	667	916.00			
Woodworking	409	102,06			350
Printing	176	75.00			1800
Clothing	2745	200.00			156
Food and Tobacco Preparation	130	225.00			7500
Leather	175	131.25			
Textile	2600	2,340.00			
Railway Employees	3900	4,500.00			
Street Railway Employees	869	640.00			
General Transport	350	765.00			432
Civic Employees:					
Policemen	421	487.90			
Firemen	44	26,25			
Foreman and Labourers	200	86.75			
Total	665	$600.90			

From the standpoint of reductions in hours, the most important change took place in the *clothing* trades, owing to a reduction in the hours of garment workers at Hamilton, Ont., from 54 to 49 per week, the change affecting 2,500 employees. In the *woodworking* trades the granting of a half-holiday per week to wagon makers in Toronto, Ont., affected 360 men, and the adoption of the 8-hour day among carpenters at Edmonton, Alta., affected some 250 workmen; the total reduction of hours per week in the first case amounted to 1,800 and in the latter to 1,250.

In addition to the changes with regard to which detailed information was obtained by the Department, it was reported that wages in the agricultural and manufacturing industries and among unskilled labourers were higher at many points than in the corresponding season of any previous year, as a result of the exceptional activity of general industry, and in view more particularly of the unprecedented amount of railway construction work in progress and the rapid expansion of industry in the prairie provinces.

Changes by Industries and Trades.

The following is a statement of the changes in rates of wages and hours of labour reported to the Department during the second quarter of 1906, according to the several industries and groups of trades affected:—

Agriculture.—Wages for men on short time agreements in Ontario were higher than in any previous year at the corresponding season.

Fishing.—The prices paid to *fishermen on the Fraser River, B.C.,* for spring salmon during the run of 1906 were arranged as follows: Up to April 15, eight cents per pound for red spring salmon and four cents per pound for white spring salmon; after April 15 and until the end of the run, five cents per pound for red spring salmon and 2½ cents per pound for white spring salmon. Later the price of red spring fell to four cents. Last year the prices arranged were, up to April 15, seven cents per pound for red and four cents per pound for white spring salmon; after April 15 five cents per pound for red and 2½ cents per pound for white spring salmon. For steel-heads five cents per pound was paid in 1905 and the same in 1906.

Lumbering.—Increases among *sawmill employees* went into effect at Chatham, N.B., Hull, Que., and Victoria, B.C., the total number affected being approximately

750, and the amount of the increase ranging from 60 cents to $1.50 per week.

Mining.—Owing to the prevailing scarcity of men, 161 *shovellers and carmen* employed in the Rossland camp had their wages increased from $2.50 to $2.75 per day on April 1st. The numbers affected in the several mines were as follows:—Centre Star, 65; War Eagle, 38; Le Roi, 40; and Le Roi No. 2, 18 employees.

Manufacturing.—Increases to individual employees throughout Ontario were granted on an extensive scale during the quarter.

Building trades.—Bricklayers and masons received increases at the following points:—Halifax, N.S., St. John, N.B., Belleville, Ont., Berlin, Ont., Woodstock, Ont., Calgary, Alta.,* and Edmonton, Alta. In addition *bricklayers* were increased at London, Ont., New Westminster, B.C., Vancouver, B.C., and Victoria, B.C. *Plasterers* were increased at Ottawa, Ont., Belleville, Ont., and Edmonton, Alta., and *carpenters* at Peterborough, Ont., Hamilton, Ont., Woodstock, Ont., Windsor, Ont., Calgary, Alta., Edmonton, Alta., and Vancouver, B.C. *Painters and decorators* were increased at St. John, N.B., Ottawa, Ont., Niagara Falls, Ont., Winnipeg, Man.,** Edmonton, Alta., and *plumbers* at Toronto, Ont., St. Catharines, Ont., and Hamilton, Ont. *Stonecutters* received an increase at Terrebonne, Que., and Guelph, Ont.; *granite cutters* at Toronto, Ont., and *builders' labourers* at Quebec, Que., and Woodstock, Ont. Full details with regard to the nature of the increases in each of these classes will be found in the accompanying table.

Metal, engineering and shipbuilding trades.—Iron moulders at Peterborough, Ont., and Winnipeg, Man., *brass workers,* at Toronto, Ont., and Montreal, Que., *electrical workers* at Toronto, Ont., *bridge and structural iron workers* at Toronto, Ont., *sheet metal workers* at Hamilton, Ont., and *horseshoers* at Winnipeg, Man., were affected by changes in wages or hours during the quarter. In the case of the last named, the change involved the granting of a half-holiday per week without materially affecting earnings. Among the other classes wages were substantially increased, in three cases after a strike by the employees, and in the other case after negotiations following a demand by the workmen. The most important change from the standpoint of numbers affected was among inside *electrical workers* at Toronto, Ont., (225) who received an increase of 5 cents per hour. *Power-house engineers* (2), *line foremen* (3) *and linemen* (2), employed by the municipality of Port Arthur, Ont., had their wages increased from $80 to $85 per month in the case of the first, $75 to $85 in the case of the second and from 25 to 27½ cents per hour in case of the third.

Woodworking and furnishing trades.—Changes occurred affecting *piano workers* (7) at Toronto, Ont., *wagon makers* (360) at Toronto, Ont., and *sash and door employees* (42) at Calgary, Alta. The wages of the first and last mentioned were substantially increased. In connection with the wagon makers at Toronto, Ont., the change was a reduction in the hours of labour from 10 to 9 per day.

Printing and allied trades.—The most important change of the quarter was at *Ottawa, Ont.,* where 150 hand compositors and linotype operators, employed in newspaper and job offices, received a new schedule under which wages were increased 50 cents per week each year for 3 years. The initial increase in the case of hand compositors on newspapers was $1.00 per week. The previous rates were $13 per week for hand compositors and $15-$18 for machine operators. The agreement provided that time and a quarter should be allowed for over-time. At *Windsor, Ont.,* 26 employees in printing establishments had their hours reduced from 9 to 8 dating from April 1.

Clothing trades.—At *Halifax, N.S.,* an agreement regulating wages and hours was signed during May between certain merchant tailors of the city and their employees, fixing the minimum wage at $12 per week, employees not receiving that rate being granted an increase of 10 per cent. It was agreed that 9 hours should consti-

* For special article dealing with settlement of strike effected by intervention of the Department of Labour under the Conciliation Act, 1900, at this point see Labour Gazette for July, 1906, p. 60.

** For copy of agreement signed see Labour Gazette for June, 1906, p. 1383-4.

ute a day's work and that over-time should be paid for at the rate of 30 cents per hour, with a recognized pay-day each week. The agreement also provided for the payment of work on holidays and that apprentices working at the trade during five consecutive years should be entitled to apply for journeymen's wages. The agreement was made terminable at 60 days' notice by either parties. At *Toronto, Ont.*, employees (220) of 15 tailoring establishments situated on King street, had their wages increased by about 5 per cent, by mutual agreement, on May 1. Some 2,500 employees of *garment working* establishments in *Hamilton, Ont.*, had their hours of labour reduced one-half hour per day, dating from May 1. Under the previous schedule 5 days of 9½ hours each and one day of 4½ hours were worked each week. The reduction was granted at the request of the employees.

Food and tobacco preparation.—*Bakers* at Montreal, Que., including members of the International and National Unions and Hebrew bakers received an increase in wages during May and June. Upwards of 125 men were affected and the increase ranged from $1.00 to $3.00 per week.

Textile trades.—Employees of the *Dominion Textile Company* at Hochelaga, Ste. Anne, St. Henri and Magog, Que., aggregating 2,600 in number, had their wages increased by 14-21 per cent, the average increase amounting to about 90 cents per week.

Leather trades.—*Tanners and curriers* at St. Hyacinthe, Que., received a voluntary increase of wages of 50 cents to $1.00 per week in April.

Railway employees.—Two very important changes of the quarter went into effect among railway employees, *locomotive engineers* in the employ of the Grand Trunk Railway Company and *conductors, trainmen and yardmen* in the employ of the Canadian Pacific Railway Company, east of Fort William, Ont., being the classes affected. In each case a substantial increase was granted.

The increase granted to the Grand Trunk engineers was the result of the findings of a Board of Arbitration appointed during March, direct negotiations between the parties interested having failed to result in a satisfactory agreement. The arbitrators chosen were the Hon. Wallace Nesbitt, Toronto, Ont., representing the railway company, Mr. P. M. Morrisey, Grand Master, Brotherhood of Railway Trainmen, Cleveland, Ohio, representing the engineers, and Mr. J. F. Wallace, ex-general manager of the Illinois Central Railway Company, chairman. The sessions of the board were held at Montreal, Que., and its award went into effect on April 1, the approximate result being an increase of 6 per cent in wages throughout the system.

The new schedule agreed upon for conductors, trainmen and yardmen on the Canadian Pacific Railway system, east of Fort William, Ont., was, in part, as follows:—

PASSENGER TRAINS:—

Conductors $2.44 per 100 miles, with a minimum of 100 per month.
Baggagemen; 58 per cent of conductor's rate.
Brakeman; 53 per cent of conductor's rate.

WAY FREIGHT TRAINS:—

Conductor, per mile 3.50 cents.
Senior brakeman, per mile, 2.45 cents.
Junior brakeman, 2.00 cents.

EAST OF CARTIER AND SAULT STE. MARIE:—

THROUGH FREIGHT, MIXED AND ALL OTHER TRAINS:—

Conductors, per mile 3.10 cents.
Senior brakeman, per mile 2.07 cents.
Junior brakeman, per mile 1.65 cents.

WEST OF CARTIER.

ALL OTHER TRAINS.

Conductors, per mile, 3.25 cents.
Senior brakeman, per mile, 2.17 cents.
Junior brakeman, per mile, 1.76 cents.

Runs for less than 100 miles, for which a monthly rate is not provided, will be paid for as follows:—

50 miles or less, or five hours, or less, 50 miles.

51 to 75 miles, or over five and not over seven and one half hours, 75 miles.

76 to 99 miles, or over seven and one half and less than ten hours, 100 miles.

Actual mileage or time both ways on round trip to be counted in arriving at mileage allowed.

Trainmen while shovelling coal for tenders en route will be paid 30 per hour, and this time will not be deducted in computing overtime.

Brakemen relieving yardmen will be paid yardmen's rates.

This schedule of rates and rules for trainmen and yardmen will take effect May 1st, 1906, and continue until terminated by sixty days' notice in writing.

YARD SERVICE.

Ten hours or less will constitute a day's work for regular yard crews; others will be paid one-half day for five hours or less, and a full day of over five hours. Overtime pro rata.

Where day and night crews are employed on same engine, the hours will commence at or between 6.45 a.m. and 8.00 a.m. and at or between 5.45 p.m. and 7.15 p.m. respectively.

CHANGES IN RATES OF WAGES AND HOURS

Class of Workpeople affected.	Locality.	Approximate number of workpeople affected.	Date from which change took effect	Particulars of Change.
Lumbering:—				
Saw mill employees as follows:	Chatham, N.B.	.....	May 1	
Deal carriers	"	50	" 1	Weekly wages increased
Helpers	"	125	" 1	" "
Slab carriers	"	10	" 1	" "
Outside men	"	200	" 1	" "
Pilers, teamsters and mill hands	Hull, Que.	300	Apr. 1	Wages increased from $7.50–$9 to $8.10–10.50 per w
Millmen (Chinese)	Victoria, B.C.	60	May 1	" from $1.25 to $1.35 per day
Mining:—				
Shovelers and carmen (Centre Star, War Eagle and St. Roc Companies' Employees.)	Rossland, B,C.	161	Apr. 1	" from $2.50 to $2.75 per day
Building Trades:—				
Bricklayers and masons	Halifax, N.S.	75	May 1	" from 36c. to 40c. per hr
" "	St. John, N.B.	45	Apr. 1	" from 33⅓c to 40 per hr
Bricklayers, masons and plasterers	Belleville, Ont.	65	" 1	Hours reduced from 10 to 9 per day; wages increased from 30c to 33⅓c per
Bricklayers and masons	Berlin, Ont.	70	May 1	Wages increased from 38 to 40c per hr.
" "	Woodstock, Ont.	90	" 1	" from 33c to 35c per hr
Bricklayers	London, Ont.	15	" 1	" from 40c to 45c per hr
Bricklayers and masons	Calgary, Alta.	92	June 12	Bricklayers' wages increased from 55c to 60c per hr; stonemasons wages incr. from 55c to 62½ per hr.
Bricklayers, masons and plasterers	Edmonton, Alta.	60	May 1	Hours reduced from 9 to 8 per day; wages increased from 55c to 60c per hr
Bricklayers	N. Westmin'r, B.C.	6	" 1	Wages increased 50c per day
"	Vancouver, B. C.	25	Apr.	" "
"	Victoria, B.C.	7	" 2	" "
(On C. P. R. Hotel.)				
Plasterers	Ottawa, Ont.	56	May 1	Wages increased from 33 35c to 38 40c per hr
Carpenters and joiners	Peterboro, Ont.	50	Apr. 1	" from 22½c to 25. per hr
Carpenters	Hamilton, Ont.	260	May 3	" from 32½c to 35c per hr
"	Woodstock, Ont.	150	" 1	" from 30c to 32c per hr.
"	Windsor, Ont.	100	"	" 5–10 per cent
"	Calgary, Alta	8	Apr. 20	Hours reduced from 9 to 8 per day; wages increased from 35c to 40c per hr
Carpenters and joiners	Edmonton, Alta.	250	May 15	Hours reduced from 9 to 8 per day, wages remained unchanged at $3.00 per day
Carpenters	Vancouver, B.C.	700	Apr. 1	Wages increased from 40c to 43¾c per hr.
Painters and decorators	St. John, N.B.	93	May 1	Wages increased 25c per day
" "	Ottawa, Ont.	46	Apr. 7	Saturday half holiday granted without decrease in weekly earnings
" "	Niagara Falls, Ont	35	" 1	Wages increased from 28c to 30c per hr.
" "	Winnipeg, Man.	250	May 23	" from 25c to 30c per hr
" "	Edmonton, Alta—	25	" 1	Hours reduc'd fr. 9 to 8 per day without decr. in pay
Plumbers	Toronto, Ont.	500	" 1	Wages increased from 35c to 37½ per hr.
"	St. Catharines, O.	25	" 4	" from 25c to 30c per hr
"	Hamilton, Ont.	70	" 7	" from 32½c to 35c per hr; apprentices from 18c to 20c per hr.
Stonecutters	Terrebonne, Que.	60	" 1	Wages increased from $2.75 to $3.00 per day
Granitecutters	Toronto, Ont.	75	Apr.	" from 34 to 37c per hr
Stonecutters	Guelph, Ont.	10	June 1	" from $3.00 per day to $3.20 per day of 8 hours
Builders' labourers	Quebec, Que.	210	" 9	Wages increased from 15–16⅔c per hr. to 18½c p. hr.
" "	Woodstock, Ont.	60	May 1	" from 18c to 20c per hr
Metal, Engineering & Ship building Trades:—				
Iron moulders	Peterboro, Ont.	71	" 1	Wages increased 5 p.c. to a minim. of $2.62½ p. day
"	Winnipeg, Man.	24	June 14	" 1½c. per hr.; a further advance of 1c. per hr. to be granted at the end of 3 months.§
Brass core makers	Toronto, Ont.	9	" 25	Wages increased from $2.50 to $2.75 per day
Electrical workers (inside)	"	225	" 21	" from 27½c to 32½c per hr.

* See *Labour Gazette* for July, 1906, p. 60.

DEPARTMENT OF LABOUR, CANADA, STATISTICAL TABLES, SERIES E., No. 15.

OF LABOUR DURING THE SECOND QUARTER OF 1906.

Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought About.
Before change.	After change.	Before change.	After change.	Increase.	Decrease.	Increase.	Decrease	
$ 9.00	$ 10.50	.....	.....	$ 1.50	.....	.....	.....	On request of employees.
7.50	8.40	.....	.....	.90	.....	.....	.....	" "
5.20–7.80	6–9	.....	.....	.80–1.20	.....	.....	.....	" "
9.00	10.20	.....	.....	1.20	.....	.....	.....	" "
7.50–9.00	8.10–10.50	.....	.....	.60–1.50	.....	.....	.....	By voluntary concession.
7.50	8.10	60	60	60	.....	.....	.....	By compromise on demand of employees for increase of 25c per day.
15.00	16.50	48	48	1.50	.....	.....	.....	By voluntary concession owing to prevailing scarcity of labour.
19.44	21.60	54	54	2.16	.....	.....	.....	By mutual agreement on req. of workmen.
18.00	21.60	54	54	3.60	.....	.....	.....	By mutual agreement on req. of workmen.
18.00	18.00	60	54	.....	.....	.....	6	By agreem. on demand of union
20.52	21.60	54	54	1.08	.....	.....	.....	By agree. on demand of men.
17.82	18.90	54	54	1.08	.....	.....	.....	By voluntary concession.
17.60	19.80	44	44	2.20	.....	.....	.....	Union demanded increase to 45 c. per hr. which was granted to about 37 men, balance going on strike, on failure of union reduced rate 40 c., 15 of most efficient employees received 45 c. per hr.
26.40	28.80–30.00	48	48	2.40–3.60	.....	.....	.....	By three years agreement effected after a strike; settled by intervention of Department of Labour under the Conciliation act, 1900.*
29.70	28.80	54	48	.90	.....	.....	6	After nego. on req. of union.
27.00	30.00	48	48	3.00	.....	.....	.....	On request of workmen.
27.00	30.00	48	48	3.00	.....	.....	.....	By voluntary concession.
27.00	30.00	48	48	3.00	.....	.....	.....	" "
16.50–17.50	19.00–20.00	50	50	2.50	.....	.....	.....	On request of employees.
12.00	13.50	54	54	1.50	.....	.....	.....	" "
17.55	18.40	54	54	.95	.....	.....	.....	By mutual agr. after a strike.
16.20	17.28	54	54	1.08	.....	.....	.....	By voluntary concession.
.....	14.58–17.82	54	54	.....	.....	.....	.....	" "
18.90	19.20	54	48	.....	.....	.....	6	" "
18.00	18.00	54	48	.....	.....	.....	6	By mutual agreement after several conferences between employees and Builders' Exchange.
19.20	21.00	48	48	1.80	.....	.....	.....	After conferences between contractors and committee of union.
12.00	13.50	54	54	1.50	.....	.....	.....	By mutual agreement after a strike.
14.58	14.58	54	50	.....	.....	.....	4	By mutual agreement.
15.12	16.20	54	54	1.08	.....	.....	.....	On demand of employees.
13.50	16.20	54	54	2.70	.....	.....	.....	After a strike.
19.50	19.50	54	48	.....	.....	.....	6	On request of workmen.
15.40	16.50	44	44	1.10	.....	.....	.....	By mutual agreement.
12.50	15.00	50	50	2.50	.....	.....	.....	On request of employees.
17.55	18.90	54	54	1.35	.....	.....	.....	After a strike.
16.50	18.00	48	48	1.50	.....	.....	.....	On request of workmen.
14.96	16.28	44	44	1.32	.....	.....	.....	After a strike.
18.00	19.20	.....	.....	1.20	.....	.....	.....	On request of union.
8.10–9.90	9.90	54	54	.90–1.80	.....	.....	.....	After a strike.
9.72	10.80	54	54	1.08	.....	.....	.....	By voluntary concession.
15.00	15.75	59	59	.75	.....	.....	.....	By compromise, on demand of union for 10 p.c. increase.
18.60	19.50	60	60	.90	.....	.....	.....	By compromise, after a strike.
13.75	15–12½	55	55	1.37½	.....	.....	.....	By mutual agreement, after a strike.
12.10	14.30	44	44	2.20	.....	.....	.....	By mutual agreement, after a strike.

CHANGES IN RATES OF WAGES AND HOURS

Class of Workpeople affected.	Locality.	App'ximate number of workpeople affected.	Date from which change took effect		Particulars of Change.
Employees of electric lighting plant	Port Arthur, Ont.	7	"	1	Wages increased as follows: Power house engineers (2) from $80 to $85 per month. Line foreman (3), from $75 to $85. Linemen (2) from 25c to 27c per hour.
Sheet metal workers	Hamilton	60	May	1	Wages increased from 27½ to 30c per hour.
Brass polishers (C.P.R.)	Montreal, Que.	8	"	1	Wages increased from 18c to 20c per hour.
Brass finishers (C.P.R.)	"	14	"	1	" from 21, 22 and 23c to 24c per hr.
Machinists (C.P.R.)	"	50	"	1	" "
Horseshoers	Winnipeg, Man.	70	June	1	Saturday half holiday allowed with increase in rate of wages.
Bridge and structural iron workers	Toronto, Ont.	75	May	1	Wages increased 10c. to 30c per hr., with time and a half overtime and double time on holidays.
Woodworking and Furnishing Trades:—					
Piano workers	"	7	Apr.	26	Wages increased 27c to 29c per hr.
Wagon makers	"	360	May	21	Hours reduced from 10 to 9 per day first five days of week, with half holiday on Saturdays, without reduction in pay.
Sash and door factory employees	Calgary, Alta.	42	Apr.	1	Wages increased as follows— Joiners (15) from $17.70 to $20.65 per week. Machine hands (8) from $13.50 to $15.00 per wk. Machine hands (10) from $15.00 to $16.50 per wk. Teamsters and helpers (9) fr. $12.00 to $13.50 p.w.
Printing Trades:—					
Hand compositors:	Ottawa, Ont.	125	June	15	
(*a*) In job offices					Wages increased from $13 per week to $13.50 during first year, $14.00 during second year, and $14.50 during third year.
(*b*) In newspaper offices					Wages increased from $13 per week to $14.00 during first year, $14.50 during second year, and $15.00 during third year.
Machine (linotype) compositors:					
(*a*) On day work		20			Wages increased from $15.00 per week to $15.50 during first year, $16.00 during second year and $16.50 during third year.
(*b*) On night work		5			Wages increased from $18 per week to $18.50 during first year, $19.00 during second year, and $19.50 during third year. (NOTE: Time and a quarter allowed for overtime above schedule.
Printers, pressmen, etc.	Windsor, Ont.	(1) 26	Apr.	1	Hours reduced from 9 to 8 per day.
Clothing:—					
Journeymen tailors	Halifax, N.S.	(2) 25	May	15	Minimum weekly scale fixed at $12, those not in receipt of this rate to receive an increase of 10 p.c. Overtime 30c per hr.
" "	Toronto, Ont.	220	"	1	Wages increased about 5 p.c. in shops situated on King St.
Garment workers (Including machine operators, pressers and hand sewers.)	Hamilton, Ont.	(4) 2500	"	1	Hours reduced from 52 to 49 per week, ½ hour per day.
Food and Tobacco preparation Trades:—					
Bakers	Montreal, Que.	(5) 70	"	1	Wages increased from $11-$12 to $12-$15 p. week.
Bakers (Hebrew)	"	60	June	2	Scale increased to $15 per week for first class bakers, $13-$14 to second class, and $12 to third class.
Leather:—					
Tanners and curriers	St. Hyacinthe, Q.	175	Apr.		Wages increased 50-$1.00 per week.

(1) Including 4 females. (2) Including 4 females. (3) Average of busy and slack seasons. (4) Including 2,000 the International Union and about 75 of the National Union.

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OF LABOUR, DURING THE SECOND QUARTER OF 1906—*Continued.*

Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought About.
Before change.	After change.	Before change.	After change.	Increase.	Decrease	Increase.	Decrease	
20.00	21.25	72	72	1.25				By voluntary concession.
18.75	21.25	60	60	2.50				
15.00	16.50	60	60	1.50				
13.58	14.85	50	50	1.27				On demand of employees.
10.44	11.60			1.16				After negotiations between management and committee of workmen.
12.18-13.24	13.92			68-74				After negotiations between management and committee of workmen.
12.18-13.24	13.92							By voluntary concession.
$16-$18	15.95-17.60	60	55				5	After negotiations.
	16.20	54	54					By mutual agreement between employers and union.
$14.58	$15.66	54	54	1.88				By agreement after a strike.
8.50-16.50	8.50-16.50	55-59	50				5-9	" "
12.00-17.70	13.50-20.65			1.50-2.95				By voluntary concesssion.
13.00	13.50-14-50	48	48	50				By mutual agreement on expiry of existing three years agreement.
13.00	14.00-15.00	48	48	50				
15.00	15.50-16.50	48	48	50-1.50				
18.00	18.50-19.50	48	48	50-1.50				
		54	48				6	By mutual agreement on request of employees.
(varied)	12-00	54	54	(varied)				By mutual agreement between merchant tailors of Halifax & Branch No. 409 journeymen tailors union of America after strike of latter.
15.00[3]	15.75[3]			75[3]				By friendly conference between employers & employees, former being members of Merchant Tailors, Ass. Toronto, latter of journeymen tailors union America.
		52	49				3	On request of employees,
$11 to 12	$12 to 15	60	60	$1 to $3				On demand of unions.
$10 to 12	$12 to 15			$2 to $3				After a strike.
7 to 17	7.50-18	59	95	.50 to 1.00				By voluntary concession.

females. (5) There are approximately 400 bakers employed in Montreal, of whom about 200 are members of

CHANGES IN RATES OF WAGES AND HOURS

Class of Workpeople affected.	Locality.	Apprxiimate number of workpeople affected.	Date from which change took effect	Particulars of Change.
Textile :—				
Cotton mill employees, (Dominion Textile Co.)	Montreal, Que. & Magog	(1) 2600	May 7	Wages increased 14-20 per cent.
Railway Employees :—				
Locomotive engineers	G.T.R. system	900	Apr. 1	Wages increased about 6 per cent.
Conductors, trainmen and yardmen	C.P.R. system, E. of Fort William.	3000	May 1	Wages increased (4)
Street Railway Employees :—				
Street railway employees	Ottawa, Ont.	300	June 1	Wages increased 10c per day (4).
Motormen and conductors.	Niagara Falls, Ont	95	May 1	Wages increased 1c-3c per hr. (4).
" "	(Internat'l Ry. Co.) London, Ont.	113	June 1	Wages increased ½c-1c per hr.
Street railway employees	St. Thomas, Ont.	29	.....	New scale involving increase granted (4).
" "	Port Arthur, Ont.	20	June 1	Wages increased as follows: Car foreman, from $75 to $85 per month. Track foreman, from $70 to $80. Motormen and conduct. from 18-22c to 20-25 p.hr. Car repairers, from 20-22½c to 22½-25c per hr.
Motormen and conductors.	Winnipeg, Man.	260	Apr. 7	Wages increased ½c per hr. (5).
Electric railway employees	Victoria, B.C.	72	May 1	Hours reduced from 10 to 9 per day, with corresponding decrease in pay.
General Transport :—				
Teamsters	Ottawa, Ont	200	June 1	Wages increased from 35c to 40c per hr.
Carters	"	150	" 1	" from $2 to $2.25 per day.
Miscellaneous :—				
Barbers	Windsor, Ont.	25	May	Wages increased 10-15 p.c. (4).
Civic Employees :—				
Policemen	Quebec, Que.	70	" 1	" increased 10c per day
"	Toronto, Ont.	332	Apr. 1	Salaries increased $50-$79 per year
"	Brantford, Ont.	11	" 1	Wages increased 10-20c per day (4).
"	St. Thomas, Ont.	8	" 1	Salaries increased $80-$100 per year (4).
Firemen	Belleville, Ont	25	May	Salaries increased from $62.40 to $70 per year; foremen (3) from $62.40 to $100 per year.
"	London, Ont.	15	Jan. 1	Salaries increased $25-50 per year
"	St. Thomas, Ont.	4	" 1	Wages increased $5 per month.
Ward foremen, water main layers and pipe layers	Ottawa, Ont.	25	" 1	" from $1.92½ to $2 per day.
Ward foremen	London, Ont	4	Apr. 1	Wages increased $2 per week.
Labourers	Kingston, Ont.	20	May 3	" 5 p.c., former rate being $1.25-$1.57½ per day
"	Havelock, Ont.	23	" 1	Wages increased 25c per day as follows— Foremen, from $1.25 to $1.50 per day. Labourers from $1.00 to $1.25 per day. Teamsters from $2.75 to $3.00 per day.
"	Toronto, Ont.	125	Apr. 1	Wages increased 20c per day, from $1.80 to a minimum of $2.00 per day.

(1) Including 1500 females. (2) Average. (3) Estimated average. (4) See statement in accompanying article. May 1906, p. 1266.

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OF LABOUR, DURING THE SECOND QUARTER OF 1906—*Concluded.*

Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought About.
Before change.	After change.	Before change.	After change.	Increase.	Decrease	Increase.	Decrease	
4.92 (2)	5.82 (2)	60	60	.90 (2)				In some departments after strike; in others by voluntary concession.
				1.35 (3)				By award of Board of arbitration.
								After conferences between manager and committee of employees.
9.30 to 10.50	9.90 to 11.10	60	60	.60				By mutual agreement.
14 to 15.40	14.70-17-50	70	70	70 to 2.10				By concession of company.
9.20 to 10.20	9.60 to 10.80	60	60	.40-.60				By mutual agreement.
		70	70	.70-2.10				
								On request of workmen.
18.75	21.25	60	60	2.50				By voluntary concession.
17.50	20.00	60	60	2.50				
11.88-14.52	13.20-16.50	66	66	1.32-1.98				
12.00-13.50	13.50-15.00	60	60	1.50				
		60	60	60.-1.20				By compromise after a strike.
14.40	12.95	60	54				6	By mutual agreement.
18.90	21.60	54	54	2.70				By voluntary concession of municipality.
12.00	13.50	54	54	1.50				By vo untary concession of municipality.
	$10 to $12							On request of employees.
7.70	8.40		40	1.70				On petition to City Council.
13.00-28.00	14.00-29.00			1-1.58				" " "
8.40-13.20	9.30-13.80			.60-1.20				" " "
10 to 16	12 to 18			1.60-2				By voluntary concession.
1.25	1.40-2.00			.15-.75				" "
12.50-18.00	13.00-19-00			.50-1.00				
				1.25				On request of men,
11.55	12.00	54	54	.45				By voluntary concession,
10	12			2.00				On petition of men.
7.50-9.45	7.87½-9-95			.37½-.50				
7.50	9.00	60	60	1,50				
6.00	7.50	60	60	1.50				On petition of men to Town Council.
16.50	18.00	60	60	1.50				
10.80	12.00	54	54	1.20				By municipal by-law passed Mar. 12, 1906

(5) For statement re wages scale before and after change see Labour Gazette for April, 1906, p. 1156, and for

Yardmen working within their yard limits will not be required to remain on duty over six hours without a meal, but if held longer they will be allowed 30 minutes off and be paid for one hour.

RATES.

YARD FOREMEN:—

West St. John, Montreal, Ottawa and Toronto terminals; McAdam, Farnham, Smith's Falls, Carleton Junction, London, Windsor and North Bay. Per hour, 27 cents.

YARDMEN, Senior:—

West St. John, Montreal, Ottawa and Toronto terminals; McAdam, Farnham, Smith's Falls, Carleton Junction, London, Windsor and North Bay. Per hour, 23 cents.

YARDMEN, Junior:—

West St. John, Montreal, Ottawa and Toronto terminals; McAdam, Farnham, Smith's Falls, Carleton Junction, London, Windsor and North Bay. Per hour, 19 cents.

OTHER YARDS:—

Yard foreman, per hour, 24 cents.
Yardmen (junior) per hour, 17 cents.
Yardmen (senior) per hour, 20 cents.

The increases involved in the above differed somewhat on the various divisions of the system according to mileage. In the case of passenger conductors, it ranged from $5.00 to $10.00 per month, according to runs, and the other classes in proportion. The increases among yardmen amounted to an average of 2 cents per hour.

Street railway employees.—Street railway employees aggregating 102, received important increases in wages at the following points:—Ottawa, London, Niagara Falls, St. Thomas and Port Arthur, Ont., Winnipeg, Man., and Victoria, B.C.

At *Ottawa, Ont.*, the increase granted amounted to 10 cents per day and involved an additional expenditure by the company of between $14,000 and $15,000 annually. First year men under the new schedule receive 16½ cents per hour on week days and 18½ cents on Sundays; second year men receive 17½ cents on week days and 19½ on Sundays, while all employees of over two years' standing receive 18½ cents per hour on week days and 20 cents on Sundays. Snow plough men were granted 19½ cents per hour during the day and 21½ cents per hour after midnight. Caps, collars and ties are furnished free to all employees, while employees of under five years' standing get half their uniform and those of over five years' standing get their uniforms free. The men were granted free use of the cars when off duty and those living at a distance from the car barns are to be taken to and from their homes in a special car.

On April 20 the *International Electric Railway Company,* Niagara Falls, Ont., posted notice of a new schedule of wages of trainmen to take effect May 1, 1906. The order affected about 1,500 men, of whom about 35 are residents in Canada and run on the Company's Canadian lines. In the summer there are added to this number (on Canadian lines) about 40 extra men (referred to in schedule as first year men). The number of men of both classes varies slightly and the number of hours per week varies with the fluctuations of trade. Under the old schedule the men were paid 20 cents per hour during the first year of service, 21 cents per hour during the second year, and 22 cents per hour during the third year and thereafter. The new schedule is as follows:—

First year of service,		21	cents	per hour.
Second	" "	22	"	"
Third	" "	22½	"	"
Fourth	" "	23	"	"
Fifth	" "	23½	"	"
Over 5 years' service,		24	"	"
" 10	" "	25	"	"

Under a special provision men who would be entitled, under the new schedule, to 22½ cents per hour for the year beginning May 1, 1906, will be paid 23 cents per hour that year. The increases are granted by the company in recognition of the "loyalty and faithful service" of the trainmen in its employ.

Motormen and conductors (113) employed by the *London, Ont.,* Street Railway Company received, on June 1, the following increases:—

Old rate per hour:	New rate, per hour:
Spare men.....15½c.	Spare men and 1st year men.....16c.
1st year men on regular runs.....16½	2nd year men.....17
2nd year men.....17	3rd year men.....18

Municipal street railway employees at *St. Thomas, Ont.,* had their schedule increased as follows:—

Old rate per hour:	New rate, per hour:
Barn foreman.....16c	Barn foreman.....17c
Conductors, Motormen, 1st month.....12½	Conductors, Motormen 1st month.....12½
Next 5 months.....14	Next 5 months.....15
Next 6 months.....15	Following 18 months,..16
At end of year.....16	At end of 2 years.....17

Street railway employees of the municipality of *Port Arthur, Ont.*, had their wages increased from $1.32-$2.50 per day by voluntary action.[1]

The wages of street employees at *Winnipeg, Man.*, were increased ½ cent per hour after a strike.[2]

At *Victoria, B.C.*, 72 employees of the British Columbia Electric Railway Company received a reduction in hours from 10 to 9 per day on May 1, with a corresponding reduction in pay.

General transport.—Teamsters (200) and carters (150) in the employ of the City of *Ottawa, Ont.*, had their wages increased from 35 to 40 cents per hour in the case of the former, and from $2.00 to $2.25 per day in the case of the latter.

Miscellaneous.—During May the *Barbers'* Union at Windsor, Ont., obtained the following schedule, which involved an increase of from 10 to 15 per cent on previous rates:—

1st grade,	$12.00	per week and	60	per cent over	$18.00
2nd "	11.00	"	50	" "	16.00
3rd "	10.00	"	50	" "	14.00

Civic employees.—Policemen had their wages increased at Quebec, Que., Brantford and St. Thomas, Ont. In the first named the increase amounted to 10 cents per day. At *Brantford, Ont.*, the old and new scales were as follows:—

OLD SCALE

Policemen, 1st year men	$1.40	per day
" 2 & 3 "	1.60	"
" 4, 5 & 6 "	1.70	"
" over 15 "	1.90	"
Sergeant	2.20	"
Chief	1200.00	per year

NEW SCALE.

Policemen, 1st year men	$1.55	per day
" 2 & 3 "	1.70	"
" 4, 5 & 6 "	1.85	"
" over 6 "	2.00	"
Patrol sergeant	2.05	"
Sergeant	2.30	"
Chief	1300.00	"

At *St. Thomas, Ont.*, patrolmen received an increase of $100 per year, the sergeants an increase from $720 to $800, and the chief from $800 to $900 per year. First year men under the change receive $600 per year, second year men $650 per year, and third year men $700.

(1) See table for detailed statement.

(2) Full details in regard to the wages paid before and after the strike will be found in the *Labour Gazette* for April, 1906, p. 1156 and for May, pp. 1265-6.

In *Toronto, Ont.*, the police force received a new and increased scale of wages as follows:—

Number	RANK.	Increase per year	Present salary per year
1	Inspector of detectives	$50	$1450.00
8	Inspectors	50	1450.00
17	Sergeants	50	1200.00
14	Patrol sergeants	70	1000.00
15	Detectives	50	1200.00
4	Acting dectives	50	1200.00
155	1st class constables	79	900.00
53	2nd "	70	800.00
65	3rd "	62	700.00
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In addition to the above changes the chief of police at *Niagara Falls, Ont.*, had his salary increased from $75 to $80 per month and the sergeants and police in the same city from $65 to $70 per month.

Civic firemen were increased at Belleville, London and St. Thomas, Ont., a total of 44 employees being affected. *Ward foremen* were increased at Ottawa* and London, Ont.; at the latter point also the city clerk had his salary increased by $100 up to $1,700 and the city hall caretaker and market clerk by $50 up to $650, and at the former the city auditor's salary was increased from $1,800 to $2,000, and the police magistrate's from $2,000 to $2,500.

Corporation labourers were increased at Kingston, Havelock and Toronto, Ont. The increase at the last point went into effect on April 1 and was the result of the passing of a by-law as follows:—

"Each labourer and workman employed by the corporation shall be paid at the rate of at least two dollars per day. Provided, however, that the heads of the various departments of the city service in which such labourers and workmen are employed, are hereby authorized to employ aged men or other men who cannot perform arduous work at a less rate of wages than above mentioned."

The number of men affected on April 1

* For statement re increase of teamsters and carters in the employ of the Ottawa municipality see under heading of General Transport. For statement re increase to municipal employees at Port Arthur, Ont., see above.

was 125, but as the activity in the city engineer's department increased with the advance of the season considerable additions were made to this number.

Unskilled labour.—Owing to the general activity of employment unskilled labour received high wages during the past quarter at many points. At *Montreal, Que.*, for example, a number of contractors increased the rate to $1.75 per day, though this rate was not general.

LEGISLATION OF THE DOMINION PARLIAMENT AFFECTING LABOUR.

ON July 13, the Session of the Dominion Parliament which assembled on March 8 was prorogued by His Excellency the Governor General. Including measures assented to on March 28, May 11, June 1 and June 26, a total of 195 acts were passed during the Session of which a number were of considerable importance from the standpoint of industry and labour.*

The Lord's Day Act.

A measure to which much discussion was devoted during the various stages of its passage through Parliament was the Lord's Day Act. From the standpoint of industry and labour the more important provisions of the act, as finally adopted, were as follows:—

The "Lord's Day" was defined as meaning the period of time which begins at twelve o'clock on Saturday afternoon and ends at twelve o'clock on the following afternoon. In general, no sales are to be made or ordinary business transacted, and no persons employed on Sundays, though works of necessity and mercy are not prohibited. An extended definition of the term "work of necessity or mercy" is accordingly set forth in the act, the following classes of work being included as such:

(*a*) Any necessary or customary work in connection with divine worship;

(*b*) Work for the relief of sickness and suffering, including the sale of drugs, medicines and surgical appliances by retail;

(*c*) Receiving, transmitting, or delivering telegraph or telephone messages;

(*d*) Starting or maintaining fires, making repairs to furnaces and repairs in cases of emergency, and doing any other work, when such fires, repairs or work are essential to any industry or industrial process of such a continuous nature that it cannot be stopped without serious injury to such industry or its product or to the plant or property used in such process;

(*e*) Starting or maintaining fires, and ventilating, pumping out, and inspecting mines, when any such work is essential to the protection of property, life, or health;

(*f*) Any work without the doing of which on the Lord's Day, electric current, light, heat, cold air, water or gas cannot be continuously supplied for lawful purposes;

(*g*) The conveying of travellers and work incidental thereto;

(*h*) The continuance to their destination of trains and vessels in transit when the Lord's Day begins, and work incidental thereto;

(*i*) Loading and unloading merchandise, at intermediate points, on or from passenger boats or passenger trains;

(*j*) Keeping railway tracks clear of snow or ice, making repairs in cases of emergency, or doing any other work of a like incidental character necessary to keep the lines and tracks open on the Lord's Day;

(*k*) Work before six o'clock in the forenoon and after eight o'clock in the afternoon of yard crews in handling cars in railway yards;

(l) Loading, unloading and operating any ocean-going vessel which otherwise would be unduly delayed after her scheduled time of sailing, or any vessel which otherwise would be in imminent danger of being stopped by the closing of navigation; or loading or unloading before seven o'clock in the morning or after eight

*A special article dealing with the legislation of the session passed prior to prorogation was published in the July issue of the Labour Gazette, page 63. A special article dealing with a resolution of the House of Commons re false representations to induce workmen to come to Canada is published elsewhere in the present issue.

o'clock in the afternoon any grain, coal or ore carrying vessel after the fifteenth of September;

(*m*) The caring for milk, cheese, and live animals, and the unloading of and caring for perishable products and live animals, arriving at any point during the Lord's Day;

(*n*) The operation of any toll or drawbridge, or any ferry or boat, authorized by competent authority to carry passengers on the Lord's Day;

(*o*) The hiring of horses and carriages or small boats for the personal use of the hirer or his family for any purpose not prohibited by this Act;

(*p*) Any unavoidable work after six o'clock in the afternoon of the Lord's Day, in the preparation of the regular Monday morning edition of a daily newspaper;

(*q*) The conveying His Majesty's mails and work, incidental thereto.

(*r*) The delivery of milk for domestic use, and the work of domestic servants and of watchmen;

(s) The operation by any Canadian electric street railway company, whose line is interprovincial or international, of its cars, for passenger traffic, on the Lord's Day, on any line or branch now regularly so operated;

(*t*) Work done by any person in the public service of His Majesty while acting therein under any regulation or direction of any Department of the Government;

(*u*) Any unavoidable work by fishermen after six o'clock in the afternoon of the Lord's Day in the taking of fish;

(*v*) All operations connected with the making of maple sugar and maple syrup in the maple grove;

(*w*) Any unavoidable work on the Lord's Day to save property in cases of emergency or where such property is in imminent danger of destruction or serious injury;

(*x*) Any work which the Board of Railway Commissioners for Canada, having regard to the object of this Act and with the object of preventing undue delay, deem necessary to permit in connection with the freight traffic of any railway. The costs of all applications to the Board under this paragraph shall be borne by the applicant, and, if more than one, in such proportions as the Board determines. Notice of application, in which the reasons to be relied on shall be fully set out, shall be given to the Department of Railways and Canals. In all other respects the procedure under the Railway Act, 1903, shall, so far as applicable, apply.

In addition to the above general prohibition, it was provided that no employe engaged in the receiving, transmitting or delivery of telegraph or telephone messages, or in connection with transportation or the work of any industrial process, may be required to work on Sunday unless he is allowed during the next six days 24 consecutive hours without labour; this section, however, does not apply to employees in industrial occupations in which the regular day's labour is not of more than eight hours duration. Games and performances where an admission fee is charged are forbidden, as are also charges for conveyances to performances where the charge may be deemed an indirect payment of a fee. Excursions, where a fee is charged for amusement or pleasure, are also forbidden, except where allowed by a provincial act. The advertising of prohibited performances, wherever taking place, is prohibited and the sale of foreign newspapers on Sunday made illegal. Shooting on Sunday, whether for gain or in such a manner as to disturb worship or the proper observance of the day, is forbidden. The penalty for infraction of the act is to be not less than $1.00 and not more than $40 and costs. Employers authorizing unlawful acts under this measure are liable to a fine not exceeding $100 and not less than $20.00. Corporations permitting unlawful acts are liable, for the first offence to a penalty not exceeding $250 and not less than $50, and for a subsequent offence a penalty not exceeding $500 and not less than $100. The operation of passenger trains on any railway subject to provincial authority is not forbidden unless the railway is prohibited by provincial authority to so operate. The operation of a railway for passenger traffic subject to the legislative authority of the Parliament of Canada is not prevented unless otherwise

prohibited. Provincial Lord's Day Acts are stated not to be affected by the measure, and prosecutions may be brought either under Dominion or Provincial legislation. They may not be begun, however, without the consent of the Attorney-General of the province in which the alleged offense was committed or after sixty days from the time of commission. The act comes into force on March 1, 1907.

Forest Reserves.

An Act intituled *"The Dominion Forest Reserve Act"* was passed, for the purpose of establishing reserves on Dominion lands in the provinces of Manitoba, Saskatchewan, Alberta and British Columbia, in order to protect and improve the forest, and maintain a permanent supply of timber, water, animals, fish and birds. In a schedule to the act the boundaries of eight reserves in British Columbia, six in Manitoba, four in Saskatchewan and three in Alberta, are defined all Dominion lands within these boundaries being withdrawn from sale or settlement and devoted wholly to the maintenance and protection of the forest wealth thereon. The control and management of these reserves are vested in the Superintendent of Forestry subject to the direction of the Minister of the Interior. The power to issue regulations was granted to the Governor General in Council. Forest rangers for the purpose of carrying out the provisions of the act are to be appointed and their powers are fully defined. The act also provided for an exchange of lands within the reserves for other Dominion lands, the establishment of roads and the inclusion of road allowances in the reserves, and the protection of forests from fires caused by railways while under construction; one half of any expenditure on the last mentioned work to be regarded as a debt due to the Crown by the person constructing the railway. The act was made applicable only to lands of which the title was vested in the Crown. Similarly lands held under licenses to cut timber are not liable to expropriation for the purposes of the act. The maximum penalty for a contravention of the act was fixed at $100, on summary conviction, with the alternative of imprisonment for a term not exceeding six months.

By another act of the session power was given to the Governor in Council to set aside, for the purpose of a forest nursery station, certain school lands, other Dominion lands to be allotted in lieu thereof. Provision was also made for the sale of certain school lands to the "Canadian Land and Improvements Company, Limited," under similar conditions to the substitution of other lands.

Grain Inspection.

The *Grain Inspection Act* of 1904 was amended with regard to the nature of the certificates to be given by weighmasters to persons having weighing done. In future a certified extract from the weighmaster's record is to be regarded as *prima facie* evidence of the facts set forth in the extract. An addition of three grades is made in the classification of wheat, namely, Nos. 1, 2 and 3 Alberta red winter wheat. The paragraph defining "extra Manitoba hard" wheat was struck out, and also the term "plump" in the definition of "No. 1 Manitoba hard" wheat.

The Marking of Fruit Packages.

The *Fruit Marks Act* of 1901 was amended with the object of making the provisions against dishonest packing still more stringent. All closed packages of fruit must, in future, be marked plainly and in an indelible manner, in letters of not less than half an inch in length, before such packages are taken from the premises where they were packed, with the initials of the packer's Christian names, his full surname and his address, or in the case of a firm or corporation, with the firm or corporate name and address. The variety or varieties of the fruit must also be named and the grade designated by one of the four following marks: "Fancy," "No. 1," "No. 2" or "No. 3." Previously the fruit could be marked "No. 1" or "XXX," "No. 2" or "XX" and "No. 3" or "X." A full definition of what is implied in the above marking is given in the act, and the sale or offering for sale of fruit falsely marked, is forbidden. An

inspector is allowed 24 hours in which to give notice to a packer that his fruit has been marked "falsely packed."

The prevention of accidents on ships.

An act was passed for the purpose of further assuring the safety of sailors and others on ships, in the form of an amendment to the enactments previously in force with regard to the placing of lading on decks during the winter season. The period during which the prohibition set forth in the act applies to steamships was reduced by four days in October, and now extends from October 16 to March 16. The list of the material which it is forbidden to place on deck during this period was enlarged by the addition of "light wood goods, the units of which are of a greater cubic capacity than 15 cubic feet." The extent to which light wood goods of less than that capacity may be placed on deck was also made subject to increased limitations.

Powers of Board of Railway Commissioners.

An amendment to the *Railway Act* of 1903 was passed relating at considerable length to the powers and duties of the Board of Railway Commissioners. Among the more important additions and changes involved were the following:—The Board is required in future to present an annual report to the Minister of Railways and Canals respecting applications and proceedings and other matters which may be of public interest, or which may be required by the Governor in Council. The jurisdiction and general powers of the Board were considerably extended, especially in the matter of the summoning of witnesses and the taking of evidence. The Board was also given permission to take evidence in foreign countries, and it is stated that the appointment of a receiver by a railway company is not to be a bar to the jurisdiction of the Board. The Board may also accept evidence upon affidavit.

Verbal changes were made in clauses of the act relating to the declaration of dividends by railway companies, the approval of locations, the using of the lands, tracks, etc., of other companies, the building of branch lines to industrial establishments, railway crossings and junctions, safety appliances on level crossings, the power of the Board to regulate the running and operation of trains, accommodation of passengers, the taking of additional land by companies, and other matters. A new subsection was added relating to connections of intersecting railway lines, and one stating that contracts giving exclusive privileges are not to be taken into consideration in determining the compensation to be allowed in connecting municipal telephone systems. Safety appliances may be ordered by the Board on rail-level crossings so as to render it safe for engines and trains to pass over without coming to a stop.

The section requiring notice of all accidents to be given by railway companies was amended by a clause specifically requiring that accidents to employees as well as to other persons using the railway must be reported.

The section providing a penalty for intoxication on the part of railway employees while on duty was enlarged, the classes to which it applies being defined as, conductors, locomotive engineers, train despatchers, telegraph operators, station agents, switchmen, signal men, bridge tenders or any other person in charge of or whose employment has to do with the movement of trains. Previously the clause applied only to persons in charge of locomotive engines, or acting as conductors of a car or train.

A provision was incorporated in the act giving power to the Board to order a telephone company to make connection with a municipal telephone system on application by the municipality or corporation to the Board for relief, the Board to determine the compensation and other terms and conditions. The standard of efficiency of the applicant's system is also to be taken into consideration by the Board. The provisions of the Railway Act with respect to joint tariffs are to apply, and all agreements between telephone companies and municipalities are to be approved by the Board.

Placer Mining in the Yukon Territory.

An act was passed respecting placer mining in the Yukon Territory, dealing at length with the rights of persons to acquire mines, the nature and size of claims to be allowed, the forms to be followed in locating and recording claims, the making of surveys and the securing of titles. The measure also contained clauses relating to the performance of work by owners of adjoining mines, water rights, the drainage of mines, disputes, the administration of estates, mining officials, taxation, fees and penalties.

Immigration.

An extended revision and consolidation of the act respecting *Immigration and Immigrants* was placed on the Statute Books. The term "immigrant" was defined as meaning any steerage passenger or any 'work-a-way' or any passenger of whatever class who having been a member of the crew has ceased to be such, if upon inspection, he is found to be liable to exclusion from Canada. Persons arriving by railway train or other mode of travel are also regarded as immigrants, but the expression does not include tourists or persons who have previously lived in Canada. The establishment of immigration offices is provided for, and the appointment and duties of officers defined. Other subjects dealt with in detail are, the issuing of regulations, the proportion of passengers to the size of vessel, the obligations of masters of vessels bringing immigrants, permisson to leave vessel, medical inspection, prohibition of immigrants from landing, protection of immigrants, penalties, immigrant runners, and procedure.*

Railway Subsidies.

An act was passed granting a subsidy of $3,200 per mile, towards the construction of a number of specified lines of railway, 46 in number, not costing more on the average than $15,000 per mile for the mileage subsidized and a further subsidy, in case the line costs on an average more than $15,000 per mile, amounting to 50 per cent of the excess cost, the subsidy not to exceed on the whole, $6,400 per mile. Provisions were added carefully defining the significance to be given to the term "cost" and the method in which the subsidies were to be paid. The subsidies were made conditional upon the companies laying the roads with new steel rails and fastenings made in Canada, and purchasing all material and supplies required for construction and rolling stock from Canadian producers, provided these materials and supplies are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals is to be the judge. The companies receiving the subsidies must furnish the Government of Canada transportation for men supplying material and mails over the portions of the lines subsidized and shall furnish properly equipped cars for the mail service on rates to be determined upon and subject to the final approval of the Board of Railway Commissioners.

Against Usury.

With a view of preventing the practice by money lenders of charging exorbitant *rates of interest* to needy or ignorant borrowers, an act was passed limiting the interest on negotiable instruments, contracts, etc., the amount of which is under $500, to 12 per cent per annum, and to 5 per cent per annum after a judgment has been rendered. A money lender is made guilty of an indictable offence and is liable to imprisonment for a term not exceeding one year or to a penalty not exceeding $1,000 who lends money at a higher rate than is allowed by the act.

Miscellaneous.

Provision was made for the *redemption of silver, bronze or copper coins* which by abrasion from legitimate usage are no longer fit for circulation.

The *fiscal year* of the Dominion was changed, and will in future be from April 1 in any one year to March 31 of the following year. The fiscal year 1906-07 is to begin on July 1, 1906, and to end March 31, 1907.

The *Commissioners and Officers of the*

* A statement relating to the new enactments included in this legislation will be published in the September issue of the *Labour Gazette*.

Transcontinental Railway were, by special act, rendered subject to the same penalties for receiving bribes or otherwise assisting fraud upon the Government, as other officers or employees of the Government.

The *Penitentiary Act* was revised and consolidated. In a schedule appended to the act the maximum salaries to be paid to officers or employees in the several penitentiaries are set forth. The amounts named were in many instances considerably in advance of the previous rate.

The act of the Session of 1905 providing for the payment of annuities to certain *Privy Councillors* was repealed. In another act the provisions relating to deductions for non-attendance on the part of members of parliament and to the payment of travelling allowances were made more stringent.

An act was passed forbidding a member of the Senate or of the House of Commons to accept a fee for services in any Parliamentary proceeding, under a minimum penalty of not less than $1,000, in the case of members of the Senate, and of $500 in the case of members of the House of Commons with disqualification for five years from being a member of the House or from holding any office in the public service. The penalty for offering a fee to a member was placed at one year's imprisonment with a fine of not less than $500.

An act was passed requiring vessels engaged in *whale fishing* in Hudson's Bay or in the territorial waters of Canada north of the 55th parallel of North latitude to pay an annual fee of $50 per year. Inasmuch as Hudson's Bay was declared to be wholly territorial water of Canada, the requirements of this act were stated to apply to every vessel engaged in this industry in these waters whether belonging to Canada or not.

An act "respecting the sale and marking of *manufactures of gold and silver*" was passed. Under its provisions it is forbidden to make, sell or import into Canada any article (with certain exceptions) composed in whole or in part of gold or silver, or of any alloy of gold or silver, having applied thereon any other mark than a registered trade mark, a letter indicating the period of time during which it was manufactured, or marks truly indicating the quality of the gold or silver.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING JULY, 1906.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals, Canada, and the Commissioners of the Transcontinental Railway, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work.

Department of Public Works.

CONSTRUCTION of post office building at Nicolet, Que.; contractors, Jos. Bourque & Co.; date of contract, June 26, 1906; amount of contract, $14,500.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of Wages Per day of 10 Hours Not less than :
Carpenters	$1.75 per day.
Painters	1.75 "
Bricklayers	.35 per hour.
Stonecutters	.35 "
Plasterers	.30 "
Masons	.30 "
Plumbers and steamfitters.	2.00 per day.
Sheet metal workers	2.00 "
Labourers	1.25 "
Driver, 1 horse and cart	1.60 "
Driver, 2 horses and wagon.	3.00 "

Dredging, River St. Francis, Que.; contractors, Canada Improvement Co., of Montreal, Que.; date of contract, July 17, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of wages per day of 12 hours, not less than :
Dredge captain	$75.00 per mon. and board
" runner	75.00 " "
" craneman	60.00 " "
" fireman	29.00 " "
Scowman	27.00 " "
Deckhands	27.00 " "
Watchman	27.00 " "
Cook	17.00 " "
Tug captain	50.00 " "
" engineer	55.00 " "
" fireman	32.00 " "

Construction of post office building at Iberville, Que.; name of contractor, A. G. Marshall; date of contract, July 26, 1906; amount of contract, $8,150.00.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of wages, not less than:
Rough carpenters	$2.00 per day of 10 hours.
Joiners	.22½ per hour 10 "
Stair builders	.30 " 10 "
Bricklayers	.45 " 9 "
Masons	.35 " 10 "
Stonecutters	.40 " 8 "
Plasterers	.35 " 10 "
Painters and glaziers	.22½ " 10 "
Sheet metal workers	.25 " 9 "
Electricians	1.75 per day of 10 "
Builders' labourers	1.75 " 10 "
Common labourers	1.50 " 10 "
Plumbers & steamfitters	.25 per hour 9 "
Driver, 1 horse and cart	2.25 per day 10 "
" " 2 horses and wagon	3.00 " 10 "

Department of Railways and Canals.

Wiring of passenger station at Windsor, N.S., Intercolonial Railway; date of contract, July 17, 1906; amount of contract, $530.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 10 hours not less than:
Electrical foreman	$2.50
Wiremen	2.00

Addition to Intercolonial Railway freight shed at St. Henri Junction, Que.; date of contract, July 18, 1906; amount of contract, $710.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 9 Hours, Not less than:
Carpenters	$0.25 per hour
Painters	0.22½ "
Builders' labourers	0.20 "

The Commissioners of the Trans-Continental Railway.

The construction of a line of railway in "District F." from a point at or near Winnipeg, Man., to a point known as Peninsula Crossing, near the junction point of the Fort William branch of the Grand Trunk Pacific Railway, a distance of about 245 miles; name of contractors, J. D. McArthur; date of contract, May, 1906; amount of contract, $13,010,399.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of wages, not less than:
Stonecutters	$ 0.45 per hour, 10 hrs p. day
Stonemasons	0.45 " 10 "
Quarrymen	2.00 per day of 10 hours
Rock drillers	2.00 " 10 "
Steam drillers	2.50 " 10 "
Blasters	1.75 " 10 "
Tracklayers	1.75 " 10 "
Concrete men	1.75 " 10 "
Structural iron workers	0.22½ p. hour 10 hrs p. day
Carpenters	2.25 per day of 10 hours
Choppers	1.50 " 10 "
Ordinary labourers	1.50 " 10 "
Blacksmiths	60.00 per month and board
Steam shovel engineers	125.00 per month
" cranemen	75.00 "
" firemen	2.00 per day of 10 hours
Steam derrick engineer	2.50 " 10 "
" fireman	1.75 " 10 "
Contractor's loco. engin'er	100.00 per month
" " fireman	60.00 "
" " brakeman	50.00 "

Construction of a line of railway in "District B." from a point designated at the north end of the Quebec Bridge and Railway Company's bridge in the vicinity of the City of Quebec, Que., to a point near La Tuque, Que., a distance of about 150 miles; names of contractors, Messrs. Hogan and Macdonnell; date of contract, May, 1906; amount of contract, $5,197,257.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 10 Hours Not less than:
Stonecutters	$3.00.
Stonemasons	2.50.
Quarrymen	1.50.
Rock drillers (hammer men)	1.75.
Steam drillers	2.00.
Blasters	2.00.
Tracklayers	1.50
Concrete men	1.50
Structural iron workers	1.75
Carpenters	1.75
Choppers	1.50
Ordinary labourers	1.50
Blacksmiths	2.25
Steam shovel engineers	3.00
" cranemen	2.50
" firemen	1.50
Steam derrick engineer	2.25
" fireman	1.50
Contractor's loco. engineer	3.00
" " firemen	1.50
" " brakeman	1.50

Erection of a steel viaduct about 3,000 feet long across the Cap Rouge Valley in "District B." in the vicinity of the City of Quebec, Que.; name of contractors, the Dominion Bridge Company; date of contract, May, 1906; amount of contract, $358,476.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 10 Hours, Not less than:
Stonecutters	$3.00
Stonemasons	2.50
Quarrymen	1.50
Rock drillers	1.75
Steam drillers	2.00
Blasters	2.00
Tracklayers	1.50
Concrete men	1.50
Structural iron workers	1.75
Carpenters	1.75
Choppers	1.50
Ordinary labourers	1.50
Blacksmiths	2.25
Steam shovel engineers	3.00
" cranemen	2.50
" firemen	1.50
Steam derrick engineer	2.25
" fireman	1.50
Contractor's loco. engineer	3.00
" " fireman	1.50
" " brakeman	1.50

INDUSTRIAL ACCIDENTS DURING THE MONTH OF JULY.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in the loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories inspectors of the province of Ontario, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 351 workpeople in Canada during the month of July, 1906, were reported to the Department of Labour. Of these 100 were fatal and 251 resulted in serious injuries. In addition, accidents to 24 workmen, of which 3 were fatal, were reported, which took place prior to the beginning of the month, information with regard to which was not received before July. The number of fatal accidents reported in July, 1906, was eight less than in the preceding month, and eleven less than in July, 1905. The non-fatal accidents numbered seventeen more than in June, 1906, and fifty more than in July, 1905.

Out of the 171 returns received during the month, giving the ages of the victims of industrial accidents, 21 were reported to have been under twenty-one years of age, 34 between twenty-one and forty-five; and 8 over forty-five; 110 were over twenty-one years of age, but their ages were not specified.

The following is a record of the month by industries and groups of trades:—

Trade or Industry.	Killed.	Injured.	Total
Agriculture	13	31	44
Fishing and hunting	2	.....	2
Lumbering	12	21	33
Mining	8	11	19
Building trades	16	29	45
Metal trades	5	51	56
Woodworking trades	.....	12	12
Printing and allied trades	.....	1	1
Clothing trades	.....	4	4
Textile trades	.....	7	7
Food and tobacco preparation	.....	5	5
Railway service	20	30	50
Navigation	6	2	8
General transport	7	16	23
Civic employees	.....	1	1
Miscellaneous	8	15	23
Unskilled labour	3	15	18
Total	100	251	351

Nature of Fatalities and Accidents.

The chief disasters of the month were the drowning of five river drivers in the Spillamachene River, B.C., and the killing of three construction hands and the seriously injuring of eleven others by the wreck of a construction train on the Canadian Pacific Railway line near Galt, Ont.

Drowning of Five River Drivers in the Spillamachene River, B.C.

On July 16, five river drivers lost their lives in the Spillamachene River, B.C. The men attempted to cross the river to loosen a jam at a point where the water runs very swiftly and where there are a number of rocks. When they were about half way across, the boat evidently struck a boulder, as the bottom was stove in, and the men were swept down the river and drowned.

Wreck of a Construction Train near Galt, Ont.

As the result of an accident on the Canadian Pacific Railway near Galt, Ont., on July 10, three men lost their lives and eight were seriously injured, while eleven others received minor injuries. The men were, with one exception, Italians operating a ballast train. It was reported that the disaster was occasioned by a collision with another train, causing the ballast train to be overturned into a ditch. The accident occurred at a sharp curve on a steep grade, and was reported to have been the seventh one which has happened at this point. At the inquest, the coroner's jury found that the train was not fully equipped with proper brakes, not properly managed and that it was injudicious to have two trains working together on this known dangerous piece of road. The straightening of the road was recommended, and it was also decided to ask the Railway Commission to investigate its condition.

The Record by Trades and Industries.

Agriculture.—There were 13 fatal accidents reported during July, 12 less than

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF JULY, 1906.

Trade or industries.	Locality.	Date.	Killed.	Injured.	Nature of injury.	Remarks.
Agriculture—						
Farmer	Near Windsor, Ont.	July 3	1			Struck by train.
"	Ingersoll, Ont.	" 7		1	Two ribs broken.	Struck by a milk can falling from a wagon.
"	Massawippi, Que.	" 5		1	Leg broken.	Thrown from rig.
"	Hensall, Ont.	" 13		1	Two ribs broken and other injuries	Fell on handle of pitch fork.
"	Notre-Dame du Rosaire, Que.	" 13	1			Struck by falling tree.
"	Blanchard, Ont.	" 14	1			Fell from load of hay.
"	Freeport, Ont.	" 13		1	Injured internally and head cut.	Fell from hay loft.
"	Sidney, Ont.	" 3		1	Three ribs broken.	Fell from scaffold.
"	" "	" 17		1	Hip injured.	Struck by pitchfork.
"	Orford, Ont.	" 12	1			Fell from load of hay.
"	Ladd's Mills, Que.	" 13		1	Loss of first toe.	Cut with an axe.
"	Near Bridgeworth, Ont.	" 19		1	Loss of finger at first joint.	Caught in pulley operating hay fork.
"	Near Brockville, Ont.	" 23		1	2 ribs broken and abdomen seriously injured.	Trampled on by cows.
"	Ste. Scholastique, Que.	" 21		3		Fell from a roof in raising a barn.
"	Sandwich East, Ont.	" 4	1			Struck by a train.
"	St. Thomas, Que.	" 10	1			Struck by falling tree.
"	St. Catherine, Que.	" 19	1			Load of hay fell on him.
"	Manvers Township.	" 14	1			Kicked by a horse.
"	South Stukley, Que.	" 25		1		Thrown from vehicle.
"	Abbott's Corner, Que.	" 16		1	Hip and side injured.	Kicked by horse.
"	Abbott's Corner, Que.	" 16		1	Head cut.	Kicked by horse.
"	Knowlton, Que.	" 19		1	Foot cut.	By glancing of axe.
"	Rockwood, Ont.	" 9		1	Foot cut.	" "
"	" "	" 17		1	Leg broken.	Horse ran away.
"	Ashton, Ont.	" 28		1	Abdomen pierced.	Gored by bull.
"	Westminster Tp., Ont.	" 28		1	Collar bone broken, etc.	Thrown from load of hay.
"	Guffets' Station, Que.	" 28		1	Body pierced.	While descending from load of hay was impaled on pitch fork.
Farm hand.	Warden, Que.	" 25		1	Neck broken and internal injuries.	Thrown from vehicle.
" "	West York, Ont.	" 9	1			Struck by lightning.
" "	Near Dundas, Ont.	" 9	1			Gored by a cow.
" "	Graytown, Sask.	" 7		1	Abdomen injured.	Thrown by plow striking a stone and fell on a lever.
" "	Cookshire, Que.	" 4		1	Wrist broken.	Thrown to ground when driving cattle.
" "	Thorold Twp., Ont.	" 20	1			Fell out of barn window.
" "	Armstrong's Corners, Ont.	" 20		1	Arms broken, side and face injured	Scaffolding gave way.
" "	Near Gleichen, Alta.	" 15	1			Drowned while fording river with cattle.
" "	Toronto, Ont.	" 26		1	Head cut.	Wagon upset.
Ranchman	Near Lloydminster, Sask.	" 9	1			Killed by lightning.
Farm hand.	" Niagara Falls, Ont.	" 18		1	Bones in hand broken.	Fell from load of grain.
" "	Waterloo, Que.	" 21		1	Skull fractured.	Horses ran away, thrown from vehicle.
" "	Abercorn, Que.	" 20		1	Hand pierced.	By pitchfork while loading hay.
Farmer's son	Berlin, Ont.	" 28		1	Arm broken.	Fell from barn.
Nurseryman.	South London, Ont.	" 30		1	Head cut.	Fell from load of vegetables.
Fishing and hunting—						
Fisherman	White Point, N.S.	" 11	2			Drowned, boat upset.

Lumbering—							
Saw-mill hand	B.C.			1			Struck by a piece of timber.
"	Lac Labelle, Que.	July	10		1	Loss of foot	Cut off by circular saw.
"	Killaloe, Ont.	"	16		1	Loss of arm	Sleeve of coat caught by circular saw.
"	Arthabaska, Que.	"	16		1	Loss of three fingers	Came in contact with saw.
"	Holland, Ont.	"	18	1			Boiler exploded.
"	"	"	18		1		" "
"	Loggieville, N.B.	"	6		1	Loss of finger	Came in contact with saw.
"	Chatham, N.B.	"	4		1	Loss of thumb and finger	Cut off by saw.
"	Buckingham, Que.	"	11		1	Head injured	By block of wood from saw.
"	Richmond, Que.	"	21	1			Run over by car.
"	Magog, Que.	"	24		1	Leg cut	Contact with pulley.
"	Deseronto, Ont.	"	11		1	Back of hand cut	" with machinery.
"	"	"	14		1	Arm cut	" with saw.
"	New Liskeard, Ont.	"	18		1	Hand cut	" "
"	Owen Sound, Ont.	"	2		1	Arm and leg cut	" "
"	Gaspé, Que.	"	27	1			Struck by slab flying from saw.
"	John Island, Ont.	"	9		1	Loss of hand	Contact with trimmer saw.
"	Blind River, Ont.	"	4		1	Leg broken	By slab from saw.
"	"	"	18		1	Ankle bruised, etc.	Struck with *cant* flipper arm.
"	Chicoutimi, Que.	"	28		1	Loss of leg	Caught in endless chain.
"	Randolph, N.B.	"	19		1	Hand lacerated	Caught in saw.
"	Fairville, N.B.	"	19		1	2 ribs broken, etc.	Struck by moving wood car.
River driver	Wobigoon, Ont.	"	1	1			Drowned.
"	Parry Sound, Ont.	"	5	1			Drowned.
"	Mantowaba, Ont.	"	7		1	Hip joint dislocated	Caught in rolling logs.
"	Spillamachene, B.C.	"	16	5			Drowned.
"	Mosquito Harbour, B.C.	"	19		1	Loss of thumb	Jammed between 2 logs.
"	Peterborough, Ont.	"	31	1			Drowned.
Logger	Parry Sound, Ont.	"	26		1	Internal injuries	Struck by falling tree.
Mining—							
Coal miners	Canmore, Alta.	"	7	1			Killed in explosion in mine.
"	"	"	7		3	Burned and crushed	Injured in explosion in mine.
"	Sydney Mines, N.S.	"	12		1		Struck by runaway box.
"	Fernie, B.C.	"	16	1			Run over by coal car.
Asbestos miners	Thetford Mines, Que.	"	8	2			Struck by falling rock.
"	"	"	8		1	Seriously injured	" "
Miner	Black Lake, Que.	"	13	1			Buried under mass of rock.
"	Montmorency, Que.	"	2	1			Struck by a stone thrown from a blast.
"	Nanaimo, B.C.	"	14		1	Hips crushed	Caught between 2 cars.
"	"	"	17		1	Head injured	Fall of coal.
Trapper boy	Caledonia Mines, N.S.	"	10		1	Arm crushed and ankle broken	Crushed between two boxes.
Miner	Nanaimo, B.C.	"	20		1	Ribs fractured	Caught between timbers.
"	Coal Creek, B.C.	"	9	1			Fell off car and run over.
"	Moyie, B.C.	"	11		1	Leg broken	Fall of coal.
"	"	"	14	1			Wound round shafting.
Mine engineer	Grand Forks, B.C.	"	21		1	Leg broken	By fall of coal.
Building trades—							
Bricklayer	Sackville, N.B.	"	14		1	Jaw broken and shoulder fractured	Thrown to ground by staging giving way.
"	Easton's Corners, Ont.	"	23	1		Fatally injured	Scaffold collapsed.
"	Montreal, Que.	"	23		2	Head cut	Fell from scaffold.
"	Hamilton, Ont.	"	20		1	Shoulder dislocated	Fell 25 feet from building.
Stone mason	Harrow, Ont.	"	16	1			Struck by derrick.
Carpenter	Beachville, Ont.	"	3	1		Fatally injured—paralyzed	Fell from roof.
"	Sand Point, N.B.	"	8		1	Side and face torn	Gored by a bull while working on gangway of [cattle ship.
"	Outremont, Que.	"	11		1	Fractured leg & injured internally	Scaffold collapsed.
"	Sherbrooke, Que.	"	5	1			Fell from barn roof.
"	Rosseau, Ont.	"	12	1			Fell off wharf and was drowned.
"	Coaticook, Que.	"	17	1			Died from sunstroke.
"	Rossland, B.C.	"	21	1			Struck by flagpole.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF JULY, 1906.

Trade or Industry.	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Carpenter	Warden, Que.	July 12		2	Legs broken	Staging gave way.
"	Middlemiss, Ont.	" 20		1	Chin cut and body bruised	Scaffold collapsed.
"	London, Ont.	" 25		1	Rib fractured and body bruised	" "
" (bridge)	Chaudiere, Que	" 7	1			Fell from bridge.
" "	Sackville, N.B.	" 24	1			Fell into canal while rep. bridge and drowned.
"	Peterborough, Ont.	" 16		1		Struck on head with hammer.
"	London, Ont.	" 20		1	Loss of three fingers	Came in contact with circular saw.
"	Ostrander, Ont.	" 7	1			Fell from scaffold.
"	London, Ont.	" 26		1	Internal injuries and broken rib	Fell 16 feet from scaffold.
"	Ottawa, Ont.	" 24		1	Collar bone broken	Fell 15 feet from scaffold.
"	Port Colborne, Ont.	" 7		1	Foot cut	Struck it with adze.
"	Welland, Ont.	" 19		1	Leg broken	Scaffold collapsed.
"	St. Catharines, Ont.	" 18		1	Arm sprained	Fell from scaffold.
"	Brantford, Ont.	" 27		1	2 ribs broken	By wood flying from rip saw.
"	Toronto, Ont.	" 10		1	Foot crushed	Caught in elevator.
"	St. Malo, Que.	" 26		1	Hand cut	Fell on saw.
Paper hanger	Niagara Falls, Ont.	" 25		1	Arm broken	Fell from step-ladder.
Painter	Sarnia, Ont.	" 6		1	Dangerously injr'd on head & back	Fell from scaffold.
"	Montreal, Que.	" 20	2			Drowned ; staging on side of ship broke.
"	Montreal, Que.	" 24	1			Struck by train, thrown against side of bridge.
"	Port Hope, Ont.	" 20		1	Shoulder pierced	Sharp end of paint brush handle fell on him.
Lather	Parry Sound, Ont.	" 9		1	Spine injured	Scaffold gave way.
Mason	Magog, Que.	" 17	1			Drowned.
Plasterer	Montreal, Que.	" 23		1	Seriously injured	Fell from scaffold.
"	Sackville, N.B.	" 14		1	Jaw-bone broken	Scaffold broke, fell 30 feet.
Slater	Toronto, Ont.	" 30	1			Fell from scaffolding.
Plumber	Cobourg, Ont.	" 26		1	Face and hands burned	Explosion of gas pipe.
Building labourer	Hamilton, Ont.	" 24	1			Fell 50 feet from scaffold.
" "	Montreal, Que.	" 20		1	Skull fractured	Fell down elevator shaft.
" "	Hamilton, Ont.	" 19		1	Internal injuries	Fell from scaffold.
Metal trades—						
Machinist	Sydney, C.B.	" 11		1	Foot twisted	Caught bet. charg. mach. and obstacle.
"	St. Thomas, Ont.	" 10		1	Ankle injured	Struck by a piece of steel.
"	St. Thomas, Ont.	" 11		1	Hand cut	Struck by iron thrown by compress'd air mach.
"	Fort William, Ont.	" 10		1	Loss of 3 fingers	Caught in machinery.
"	Toronto, Ont.	" 12		1	Hand crushed	"
"	Thorold, Ont.	" 17		1	Loss of finger	Caught in barker machine.
"	Hamilton, Ont.	" 24		1	Loss of finger	Caught in machine.
"	Toronto, Ont.	" 5		1	Arm mangled	" "
"	Brantford, Ont.	" 25		1	Fingers crushed	" "
Electrician	Quebec, Que.	" 27		1		Received an electric shock.
Lineman	Montreal, Qué.	" 6		1		Ladder fell on him.
"	Vancouver, B.C.	" 7		1	Com. fracture of leg & kn.-cap inj	Thrown to ground by breaking round of ladder
"	Niagara Falls, Ont.	" 22		1	Shoulder-blade frac. and head cut	Fell over cliff.
"	Montmorency, Que.	" 21	1			Touched a live wire.
"	Peterborough, Ont.	" 26		1	Internal injuries	Fell from a tree.
"	Montreal, Que.	" 9		1	Head and eye injured	Fell from pole.
"	Ottawa, Ont.	" 12		1	Arm broken	Fell from pole.
Iron worker	Hamilton, Ont.	" 27		1	Loss of thumb	Contact with shears.

Iron worker	Hamilton, Ont	July	30		1	Leg hurt	Fell on steel ingot.
Moulder	St. Catharines, Ont	"	18		1	Eye injured	By splashing of molten metal.
Brass worker	Port Colborne, Ont	"	4		1	Wrist cut	Contact with machinery,
Grinder	St. Catharines, Ont	"	18		1	Arm broken	Struck by belt.
Jeweller	Toronto, Ont	"	31		1	Arm torn off	Caught in belting.
Wheel worker	Merritton, Ont	"	24		1	Face gashed	Struck by belt.
Boilermaker	Belleville, Ont	"	31		1	Probably fatal injuries	Boiler fell on him.
Stationary en'gr (in foundry)	St. Hyacinthe, Que	"	17		1	Foot severely burnt	Scalded by molten metal.
"	Ottawa, Ont	"	9	1			Drawn into cement mixer while cleaning it
"	St. Thomas, Ont	"	17		1	Cords in back of hand cut	Caught in crosshead of engine. [with a shovel.
"	Toronto, Ont	"	18		1	Shoulder bruised	Struck by a heavy machine.
" glue works	Brantford, Ont	"	28		1	Face and hand scalded	Explosion of boiler.
Stationary fireman	Toronto, Ont	"	7	1			Pinned between brick car and a post.
Blacksmith	Belle-Rivière, Que	"	21		1	Head injured	Struck by piece of wood.
"	Quebec, Que	"	23		1	"	Thrown from a horse. [eighth storey.
Sheet metal worker	Hamilton, Ont	"	3		1	Back severely injured	Struck by piece of sheet iron which fell from
" "	Weston, Ont	"	19		1	Loss of thumb and two fingers	Hand caught in sheet metal press.
" "	Toronto, Ont	"	5		1	Loss of 1 finger	Caught in stamping press.
" "	Hamilton, Ont	"	12		1	1 hand cut	Caught in roller.
" "	"	"	16		1	Loss of 1 thumb	Caught in buffer.
" "	"	"	26		1	Loss of finger	In stamping press.
Rolling mill employee	"	"	1		1	Scalded	Fell into boiling water while cleaning engine.
Bridge worker	Carberry, Man	"	7		1	Shoulder dislocated and body inj.	Fell from bridge.
"	St. Nicholas, Ont	"	3		1	Seriously injured	Struck by piece of derrick which fell.
"	Mitchell, Que	"	13		1	Fingers crushed	Hand caught between steel beam and rollers.
"	Sackville, N.B	"	25	1			Drowned.
"	Lachine, Que	"	27		1	Leg broken	By fall.
Structural iron worker	Peterborough, Ont	"	24		1	Hips and arms injured	Fell off gas storage tank.
" "	Chaudière, Que	"	7	1			Fell from bridge 70 ft.
" "	Cap Rouge, Que	"	17		1	Body injured	Piece of steel fell on him,
Machine hand	London, Ont	"	18		1	Finger crushed	Caught in machine for crushing old iron.
Foundry worker	Toronto, Ont	"	12		1	Loss of 2 fingers	Run over by carriage of travelling crane.
"	Weston, Ont	"	21		1	" and thumb	Caught in press.
Agric. implement worker	St. Mary's, Ont	"	4		1	Loss of thumb and one finger,	Contact with chamferring machine.
" "	Brantford, Ont	"	28		1	2 ribs broken	Struck by scantling from saw.
Shipbuilder	Collingwood, Ont	"	21		1	Leg broken	Fell from platform.
"	"	"	3		1	Scalp wound	Struck by end of sling chain.
"	"	"	29		1	Hand cut	Iron plate fell on it.
Woodworking Trades—							
Woodworker	Winnipeg, Man	"	17		1	Loss of three fingers on right hand	Caught in machinery.
"	Toronto Junction, Ont	"	24		1	Shoulder factured and 2 ribs broken	Crushed by face plate falling from lathe.
"	Sarnia, Ont	"	20		1	Loss of thumb	Caught in machinery.
"	Toronto, Ont	"	3		1	Hand cut	"
"	"	"	12		1	Hand mangled	Contact with saw.
"	Woodstock, Ont	"	19		1	Lost part of fingers	In jointer.
"	Stratford, Ont	"	3		1	2nd finger sev'd and 2 others grazed	Left hand came in contact with knives.
"	Toronto, Ont	"	25		1	Loss of thumb	In shaper.
Furniture worker	Stratford, Ont	"	24		1	Loss of two fingers	Came in contact with knife of shaper.
" "	Berlin, Ont	"	26		1	Loss of part of hand	Contact with saw.
Carriage worker	Sarnia, Ont	"	21		1	Loss three fingers of right hand and thumb of left	[machine. Came in contact with knives of shaft rounding
"	Chatham, Ont	"	25		1	Arm injured	On bow machine.
Printing and allied trades—							
Printer	Montreal, Que	"	25		1	Foot crushed	Caught between elevator and floor,
Clothing trades—							
Rubber goods worker	Toronto, Ont	"	5		1	Loss of hand	Caught between rolls of mixing mill.
Machine hand	"	"	7		1	Loss of thumb	Crushed in shoe cutting press,
"	London, Ont	"	18		1	Loss of fingers of left hand	Came in contact with saw.
Furrier	Quebec, Que	"	26		1	Leg broken	Caught in elevator.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF JULY, 1906.

Trade or industry.	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Textile trades—						
Cotton mill hand	Milltown, N,B	July 17		1	Loss of right arm	Caught in a picker machine.
" "	Montmorency, Que	" 5		1	Fingers crushed	Caught in gearing.
" "	"	" 5		1	Leg cut	Fell against a machine.
" "	"	" 5		1	Lost part of finger	Caught in a machine.
" "	Rockwood, Ont	" 23		1	Loss of part of finger	" "
Binder twine worker	Peterborough, Ont	" 13		1	Abdomen and arm crushed	Caught in coiling machine.
Leather trades—						
Boot and shoe dealer	Kirkton, Ont	" 24		1	Leg broken	Timber fell on it.
Food and tobacco—						
Baker	St. Thomas, Ont	" 25		1	Hand split open	Caught in rollers of dough machine.
Biscuit maker	London, Ont	" 4		1	Loss of part of finger	Caught in staying machine.
Butcher	Peterborough, Ont	" 5		1	Loss of finger	Came in contact with knives.
Ice driver	Winnipeg, Man	" 12		1	Internal injuries	Thrown from vehicle in collision.
Machine hand	London, Ont	" 25		1	Hand severely crushed	Caught between rollers of chewing gum mach.
Railways—						
Engineer	Three Rivers, Que	" 20	1			Killed in a collision.
"	Ste. Rose, Que	" 31	1			Killed in a head on collision.
"	Mimico, Ont	" 30		1	Leg broken	Head on collision.
Engine cleaner	Gibson, N.B	" 5		1	Face, neck and arms scalded	Steam escaped from engine being cleaned.
Fireman	Georgetown, Ont.	" 2	1			Slipped from his engine in front of another train
"	Carberry, Man	" 7		1	Finger torn off	Caught in lever of engine.
"	Three Rivers, Que	" 20		1		Train collided with freight cars.
"	Vermillon, Sask	" 26	1			Derailment of engine.
"	Ste. Rose, Que	" 31		1	Internal injuries	In head on collision.
"	Mimico, Ont	" 30	1			"
"	London, Ont	" 30		1	Head injured	Piece of coal from tender fell.
Brakeman	St. David, Que	" 8	1		Fatally injured	Run over by car.
"	Buchanan, Sask	" 5	1			Fell from top of moving car and was run over.
"	Winnipeg, Man	" 5		1	Feet mangled	Struck by cable and thrown in front of advanc-
"	Orangeville, Ont	" 11	1			Fell between cars. [ing cars.
"	Lorneville, Ont	" 12		1	Foot crushed	Run over by car.
"	Severn, Ont	" 16	1			Head struck by bridge.
"	Strathcona, Alta	" 18	1			Crushed between two cars.
"	Toronto, Ont	18		1	Skull fractured	Fell off car.
"	Invermay, Sask	" 7	1			Run over by cars.
"	McLean, Sask	" 19		1	Left hand cut off, &c	Fell off train between cars,
"	St. Catharines, Ont	" 30		1	Loss of foot	Run over by train.
"	St. John, N.B	" 6		1	Loss of part of fingers	While coupling cars.
Switchman	Hamilton, Ont	" 17		1	Both arms broken	Crushed between two cars.
Yardman	Moose Jaw, Sask	" 14	1			Struck by shunted cars.
Section foreman	Gretna, Man	" 26	1			In head on collision.
Sectionmen	Near Galt, Ont	" 10	3			Construction train collided with pile driver,
"	"	" 10		8	Seriously injured	" " "
"	London, Ont	" 14	1			Struck by an engine.
"	Elmira, Ont	" 18		1	Body bruised and burned	Tripped on loose platform and fell on gasoline
"	Springfield, Ont	" 28	1			Caught between cars. [engine.

Sectionman	Springfield, Ont	July	28		1	Arm injured	Caught between cars.
Labourer	Montreal, Que	"	10		1	Foot crushed	Caught between two cars.
"	Toronto, Ont	"	22		1	Rib broken and head injured	Struck by train
Car shop worker	Moncton, N.B	"	28		1	Loss of Thumb	Caught in lathe.
Car repairer	Moose Jaw, Sask	"	17	1			Run over by cars.
Car inspector	Sydney, N.S	"	7		1	Hand burnt	Lantern exploded.
Roadmaster	Glencoe, Ont	"	18	1		Fatally injured	Run over by engine.
Craneman	Near Port Arthur, Ont	"	4		1	Leg broken	Struck by steam shovel.
Construction foreman	Morrisburg, Ont	"	28		1	Leg broken	Stick of timber fell on it.
Navigation—							
Longshoreman	Montreal, Que	"	10	1			Drowned.
"	Vancouver, B.C	"	16	1			Crushed by falling timber.
"	St. John, N.B	"	17		1	Probably fatal injuries	Sling of deals fell on him.
Bargeman	Montreal, Que	"	24	1			Crushed between barge and canal wall.
Sailor	"	"	24	1			" "
Mate of steamer	Prescott, Ont	"	25	1			Spar of vessel fell on his head.
Rigger	St. John, N.B	"	16	1			Drowned.
Deck hand	Near Toronto, Ont	"	19		1	Foot crushed	Piece of freight fell on it.
General transport—							
Teamster	Windsor, Ont	"	5		1	Leg fractured	Coat caught in shafting of machinery.
"	Near Parry Sound, Ont	"	2	1		Choked to death	Thrown from waggon and neck caught between
"	Montreal Que,	"	2		1	Head cut	Fell from waggon. [wheel and stone.
"	Kenora Ont	"	6		1		
"	Hamilton, Ont	"	14		1	Leg severely injured	Crushed by falling box.
"	Toronto, Ont	"	16		1	Hip injured	Struck by a board falling from waggon.
"	Indiantown, N.B	"	16		1	Both legs broken	Fell from waggon and was kicked by horse.
"	Near Cornell, Ont	"	17		1	Loss of one hand and left leg	Thrown in front of train.
"	Waterdown, Ont	"	17		1	Seriously injured	Partially buried by cave in at gravel pit.
"	Quebec, Que	"	2		1	"	Struck by an automobile.
"	Peterborough, Ont	"	13		1	Arm broken and internal injuries	Horse run away.
"	St. John, N.B	"	22	1			Kicked by horse.
"	Parham, Ont	"	26	1			Pinned under cart which fell into water.
"	Hamilton, Ont	"	12		1	Leg crushed	Collision bet. his vehicle and street car.
"	"	"	17		1	Body crushed	Cave-in of gravel pit.
"	Sackville, N.B	"	12	1			Run over by loaded wagon.
"	Hamilton, Ont	"	20		1	Finger broken	Stone fell on it.
"	Toronto, Ont	"	7		1	Leg broken	Caught in clay mixer.
"	Duffy's Mill, Ont	"	26	1			Fell with horse and cart into river and was
Street car conductor	Montreal, Que	"	29	1			Head struck telegraph pole. [drowned,
" "	"	"	29	1			" "
Hostler	Moncton, N.B	"	2		1	Lost both feet	Struck by engine at station.
Hostler	Sackville, N.B	"	16		1	Shoulder broken, &c	Kicked by a horse,
Civic employees—							
Fireman	Montreal, Que	"	6		1	Leg fractured	Ladder fell.
Miscellaneous—							
Brickmaker	Toronto, Ont	"	7		1	Compound fracture of leg	Fell into mixing machine.
"	Sackville, N.B	"	16		1	Shoulder broken, &c	Fell from staging.
"	Toronto, Ont.,	"	7	1			Failure of heart while at work.
Cordage factory employee	Peterborough, Ont.,	"	11		1	Side injured	Struck by part of rope-reeling machine which
Paper mill employee	Chatham, N.B	"	2	1			Struck by cars. [blew off.
" "	Cornwall, Ont	"	17		1	Head cut	Struck by falling iron chain.
" "	Piercefield Mills, Ont	"	21	1			Caught in a shaft.
" "	Merritton, Ont	"	17		1	Foot crushed	Shaft fell on it.
Oil works employee	Sarnia, Ont	"	21		2	Hands and faces severely burned	
Coal heaver	St. John, N.B	"	3	1			Fell from staging, 15 ft.
Merchant	Stanbridge East, Que	"	20		1	1 rib broken	Fell from pile of boxes.
Clerk	Montreal, Que	"	7		1	Leg broken, &c	Fell down elevator shaft.
C"	Stratford, Ont	"	26		1	Hand severely burned	Struck a match after handling varnish.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF JULY, 1906.

Trade or Industry	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Mounted policeman	Yukon river, Yukon	July ..	1			Drowned.
Commercial traveller	St. Joseph de Lévis, Que	" 7	1			"
Messenger boy	Ottawa, Ont	" 25		1	Head severely cut	Knocked down by a carriage
Well digger	Calgary, Ont	" 17	1			Fell into well.
Cement worker	Marlbank Ont	" 16		1	Leg broken	Struck by dredge bucket.
Charman	Winnipeg Man	" 12		1	Hands severely cut by glass	
Chambermaid	Montreal, Que	" 18	1			Crushed by elevator.
Laundry worker	Levis, Que	" 12		1	Hand crushed	Caught in machine.
Contractor	Sarnia, Ont	" 25		1	Leg broken	Caught in chain of pile driver.
Unskilled labour—						
Labourer	Toronto, Ont	" 4		1	Hand crushed	Fingers and part of right hand subsequently amputated.
"	Galt, Ont	" 8		1	Crushed	Sewer caved in.
"	Magog, Que	" 10	1			Struck by engine.
"	Chicoutimi, Que	" 21		1	Loss of leg below knee	Caught in chain of unloading machine.
"	St. Catharines, Ont	" 18	1			Run over.
"	Quebec, Que	" 6		1	Wrist seriously cut	Injury received while handling lumber.
"	"	" 13		1	Foot and leg crushed	Caught between elevator and vehicle.
"	Peterboro, Ont	" 20		1	Internal injuries	Sewer trench fell in.
"	"	" 24		1		Fell 20 ft from scaffold.
"	Montreal, Que	" 9		1	Back hurt	Struck by falling stones.
"	Sydney, N.S	" 12		1	Chest injured	Fell from staging, 14 ft.
"	Niagara Falls, Ont	" 18		1	Body bruised	Lumber fell on him.
"	Toronto, Ont	" 26		3	Internal injuries	Asphyxiated while excavating trench.
"	"	" 5		1	"	Fell from bridge.
"	"	" 7	1			Run over by cars.
"	Vancouver, B.C	" 25		1	Foot pierced	Struck by pick-axe.

ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN JULY.

Farmer	Sackville, N.B	June 30		1	Arm dislocated	While leading a cow.
Miner	Skylark Mine, B.C	" 26		1	Back dislocated	Fall of rock.
"	Cumberland, B.C	" 25		1	Head and face burned	Explosion of powder.
"	Wakefield Mine, B.C	" 14	1			Fall of hanging wall.
Mill hand	Danville, Que	" 29		1	Body cut and bruised	Caught in machinery.
"	Richmond, Que	" 30		1	Loss of thumb and 2 fingers	Caught in lathe.
"	Midland, Ont	" 30		1	Loss of arm	Contact with edger.
"	"	" 27		1	Arm mangled	Contact with butting saw.
Fireman	Eldorado, Ont	" 28		1	Head and face scalded	Explosion of boiler.
Stationary engineer	New Westminster, B.C	" 24	1			Died by sunstroke while repairing engine.
Moulder	Hamilton, Ont	" 12		1	Leg broken	Iron fell on it.
Iron worker	"	" 8		1	Arm cut and side hurt	Fell against a truck.
"	Brantford, Ont	" 26		1	Loss of 1 finger	While operating bolt threader.
"	Toronto, Ont	" 26		1	Hand crushed	Caught between truck and piece of wood.
"	"	" 20		1	Arm hurt	Contact with machine.

Cement worker	Descronto, Ont.	" 6	1	Foot cut		Glancing of axe.
"	"	" 14	1	Hand crushed		Caught between rollers.
"	"	" 20	1	Foot cut		Glancing of axe.
Brakeman	St. Romuald, Que	" 29			1	Crushed between cars and platform.
Cotton bag worker	Toronto, Ont.	" 27	1	Hand crushed		Caught in picker machine.
Deck hand	Hamilton, Ont.	" 2	1	Head injured		Fell from boat to pier.
Labourer	Amherst, N.S.	" 29	1	Loss of arm, &c.		Caught in machinery.
Liveryman	Hamilton, Ont.	" 9	1	Face cut		Knocked down by a horse.
Paper maker	St. Catharines, Ont.	" 20	1	Feet burned		Sulphuric acid fell on them.

in the preceding month, and 15 less than in July, 1905. Three farmers were killed by falls, 3 by falling material, 2 while tending live-stock, 2 by being struck by trains, 2 by being struck by lightning and 1 by drowning while driving cattle across a river. The serious accidents numbered 31, of which 17 were caused by falls, 5 by live stock, 6 by tools, 2 by machinery and 1 by falling material.

Fishing and hunting.—In July, 1906, there were 2 fatalities due to drowning, in this industry, as compared with 3 fatalities and 1 serious injury in June last, and 2 fatalities in July of last year.

Lumbering.—There were 12 deaths and 21 serious accidents in this industry during July, 1906. The record for the previous month was 15 killed and 14 injured, and for July, 1905, 8 killed and 12 injured. Of the 12 fatalities 8 were due to drowning, 2 to being struck by wood projected from saws, 1 to a boiler explosion, and 1 to being run over by a lumber car. Of the 21 serious accidents 16 were due to contact with machinery, 2 to wood projected from saws, 1 each to a boiler explosion, to being jammed between logs and to being struck by a falling tree.

Mining.—Eight mine workers were killed and 11 injured during July, 1906, as against 14 killed and 12 injured in June last, and 10 killed and 7 injured in July, 1905. Of the 8 deaths 4 were caused by fall of rock, 2 by being run over by coal cars, 1 by an explosion in a mine and 1 by the victim being caught in shafting. Four of the minor accidents were caused by falling material, 2 by explosions in mines, 2 to being crushed between coal cars and 1 to being struck by a runaway coal box.

Building trades.—Sixteen workers in these trades met death by accident in July, 1906, and 29 were more or less seriously injured. This was 12 more fatalities and 3 accidents more than in the preceding month, and 12 fatalities and 1 accident in excess of the record for July, 1905. Eight of the fatal accidents were due to falls from houses, scaffolds, etc., 5 were due to drowning, and 1 each to being struck by a derrick, to sunstroke and to being struck by a train. Of the 29 minor accidents, 21 were due to falls, and 1 each to falling

material, contact with machinery, being struck by tools, gored by a bull while at work in a cattle ship, explosion of gas pipe, caught in elevator, being struck by wood from circular saw.

Metal trades.—There were 5 fatal and 51 non-fatal accidents in this group during July, 1906, compared with 10 fatalities and 38 accidents in June last, and 8 fatalities and 30 accidents in July, 1905. Of those fatally injured a lineman at Montmorency, Que., touched a live wire and was electrocuted; a stationary engineer at Ottawa, Ont., was drawn into a cement mixer in motion while cleaning it with a shovel; a stationary fireman at Toronto, Ont., was crushed to death by being pinned between a brick car and a post; a bridgeworker at Sackville, N.B., fell from the structure and was drowned, and a structural iron worker at Chaudiere, Que., fell from a bridge a distance of 70 feet and was killed. Of the minor accidents 24 were caused by contact with machinery, 13 by falls, 6 by falling material, 4 by being struck by objects projected from saws, etc., 2 by molten metal, 1 by electricity, and 1 by the explosion of a boiler.

Woodworking trades.—There were no fatalities and 12 accidents during July. The record for the previous month was 1 killed and 16 injured, and for July, 1905, none killed and 15 injured. All of the 12 accidents were due to contact with saws or machinery.

Printing and allied trades.—The only accident in this class was to a printer at Montreal, Que., who had his foot crushed by being caught between an elevator and a landing.

Clothing trades.—There were 4 minor accidents in this group in July, 3 due to contact with machinery and 1 to being caught in an elevator. There were no accidents in June and only 3 in July, 1905.

Textile trades.—Seven workmen were more or less seriously injured during July, 6 of them due to contact with machinery and 1 to falling material. In June there was only 1 accident, but in July, 1905, there was 1 fatality and 3 accidents.

Food and tobacco preparation.—In July there were 5 lesser accidents among these workers, being 1 more than in June. In July, 1905, there were 2 fatal and 8 non-fatal accidents. Four of the July, 1906, accidents were due to contact with machinery and 1 to an ice driver at Winnipeg, Man., being thrown from his vehicle in a collision.

Railway service.—Twenty railway employees were accidentally killed and 30 injured during July, compared with 13 killed and 20 injured in June, and 16 killed and 17 injured in July of last year. Of the 20 fatalities 7 were due to collisions, 7 to being run over by trains, 2 to being struck by cars, 2 to being crushed between cars, 1 to the derailment of an engine and 1 to being struck by a bridge while the train was passing. Of the accidents 11 were due to collisions, 4 to being run over by cars, 4 to contact with machinery, 4 to being crushed while coupling cars, 3 to falling from trains, and 1 each to being scalded by escaping steam, to being struck by a train, to falling material and to the explosion of a lamp.

Navigation. — There were 6 deaths through accident and 2 other accidents during June in this group. In the preceding month there were 11 killed and 7 injured, and in July of last year 4 killed and 9 injured. Two workmen were drowned, 2 were killed by falling material, and 2 by being caught between a barge and a canal wall. The 2 minor accidents were due to falling material.

General transport.—Among these trades there were 7 workers killed and 16 injured during July. In June, 3 were killed and 8 injured, and in July, 1905, 8 killed and 10 injured. Two of those receiving fatal injury were precipitated from street cars falling on telegraph poles, 2 were drowned, 1 was run over by a loaded wagon, 1 was kicked by a horse, and 1 was thrown head-first from his wagon, breaking his neck. Of the lesser accidents 5 were due to falls, 3 to falling material, 2 to machinery, 2 to cave-in of earth, and 1 each to being struck by an automobile, to a runaway, to a collision and to being struck by an engine.

Civic employees.—The only accident was to a firemen in Montreal, Que., who broke his leg by falling from a ladder.

Miscellaneous.—Eight deaths through

accident and 15 other accidents were reported in June, as against 6 deaths and 24 injured in the previous month, and 12 deaths and 13 injured in July, 1905. Three of the deaths were due to drowning, and 1 each to heart failure, contact with machinery, being struck by cars, fall, and being caught in an elevator. Five of the other accidents were due to falling material, 5 to contact with machinery, 3 to falls, 1 to being struck by a carriage and 1 to the ignition of varnish.

Unskilled labour.—There were 3 killed and 15 injured during July, as against 1 killed and 14 injured in the month of June, and 8 killed and 15 injured in July, 1905. Two workmen were killed by being run over by cars and 1 to being struck by an engine. Of the 15 serious accidents, 5 were due to falling material, 3 to asphyxiation by gas while digging a sewer, 3 to falls, 2 to contact with machinery and 2 to cave-ins.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during July, 1906.

DOMINION REPORTS.

Report of Secretary of State.

Report of the Secretary of State of Canada for the year ended December 31, 1905. Ottawa, King's Printer, 1906. Pages 418. Price 25 cents.

THE report of the Secretary of State of Canada for 1905 indicates in various ways the prosperity and progress of the country. It is shown that 293 companies were incorporated during the year, compared with 206 in 1904. The total authorized capital of new companies incorporated in 1905 was $99,910,900, and the capital of existing companies was increased by $9,965,000. In 1900 the capital of new companies amounted to only $9,558,900 and the increased capital of existing companies was $3,351,000.

Another evidence of the growth in Canada is shown in the number of naturalizations reported to the Department of the Secretary of State. Over 10,000 naturalizations were reported to the department for 1905. The revenue of the department derived from fees amounted to $65,589.65 during the fiscal year ended June 30, 1905, compared with $58,256.35 in the previous fiscal year.

QUEBEC REPORT.

Mining Operations in Quebec.

Department of Colonization, Mines and Fisheries. Mining Operations in the Province of Quebec for the year 1905 by J. Obalski. Quebec, King's Printer, 1906. Pages 44.

The report of the Mining Engineer and Inspector of Mines of Quebec for 1905 stated that the product exceeded that of the previous year by about one million dollars, and applications for prospecting licenses in the districts between Lake Temiscamingue and Lake Mitassini were being received daily by the Bureau of Mines, owing to the encouragement given to prospectors by discoveries at Lake Chibogoma and Cobalt. The principal minerals for which it is especially noted are chromic iron and asbestos. The mining of mica, copper and ochre was also carried on and a company has been formed to work white mica which contains a number of rare minerals, such as uranium, thorium, &c.

The following is a statement of the yield of the mines for 1905:—

Kind of Minerals. (Tons of 2000 lbs.)	Wages Paid	Number of Workmen	Quantities shipped or used	Gross value
Bog iron ore	$ 22,000	120	12,373	$ 35,268
Chromic iron	52,000	125	8,528	104,565
Copper ore	90,928	245	28,644	128,850
Asbestos	576,700	1,650	48,960	1,476,450
Abestic	.....	.....	19,220	31,100
Mica (pounds)	45,000	180	378,560	95,460
Calcined ochre	11,035	56	1,905	22,675
Phosphate	.....	.....	1,475	8,875
Slates (squares)	15,000	45	4,900	21,569
Flag-stones (sq. yards)	1,700	6	2,930	2,490
Cement (barrels)	150,000	160	254,833	408,000
Granite	70,000	180	.....	120,000
Lime (bushels)	.....	350	1,000,000	140,000
Bricks	600,000	1,200	120,000,000	625,000
Stone	.....	700	.....	530,000
Totals	$1,634,363	5,017		$3,750,300

BRITISH REPORTS.

Women's Wages in England.

Women's Wages in England in the Nineteenth Century. The Women's Industrial Council, 7 John Street, Adelphi, Strand, London, W.C., 1906. Pages 12. Price 1½d.

A pamphlet published by the Women's Industrial Council of England of women's wages in England contains an interesting account of the conditions of women workers with regard to their wages and hours during the nineteenth century. It is stated that from 1830 to 1840 the earnings of women at hand looms were not above three or four shillings a week, but between 1833 and 1886, the advance in wages of female cotton operatives in the Manchester district increased by 46 per cent., while the average increase for all cotton operatives was 42 per cent.

One of the conclusions arrived at in the report is that the rise in women's wages has evidently been caused by the progressive restriction on child labour; the reduction of child labour has increased the demand for girls and women and thereby raised their wages. The statistics, it is said, seem to show that high wages of women coincide with low wages of men. The writer advocates a still further restriction of the employment of children and making more young people half-timers in order to enable them to take courses in technical education.

Labour Laws for Women in Australia and New Zealand.

Labour Laws for Women in Australia and New Zealand. The Women's Industrial Council, 7 John Street, Adelphi, Strand, London, W.C., 1906. Pages 8. Price 1½d.

Another pamphlet issued by the Women's Industrial Council deals with the labour laws for women in Australia and New Zealand. In these colonies the problem of the sweating system has been successfully faced. In Victoria the Factory Law is extended to any four or more persons, who are occupied, or in which steam, water or other mechanical power is used, or in which one or more Chinese are working. In South Australia, the factory includes any work place in which the owner employs anyone. In New Zealand, it is defined as any room or place where two or more persons are engaged.

Wages boards have been established in Victoria and South Australia with power to fix the minimum wages and piece-work rates for persons employed in certain specified trades. In Victoria, any person employed in a factory must receive at least 2s. 6d. per week. While no wages boards exist in New Zealand, the compulsory Court of Arbitration has power to make awards in trade disputes, including the fixing of wages and hours of labour, and the court is often made use of for the regulation of sweated industries. An arbitration court has recently been constituted in New South Wales similar to that of New Zealand. The shop hours for women and girls are restricted in New Zealand to 52 per week. In Victoria, over-time must not be worked for more than ten days a year, and in New South Wales the amount of over-time is limited to thirty days a year. Special provision is made for payment of over-time in Victoria, New South Wales and New Zealand.

UNITED STATES REPORTS.

Convict Labour in the United States.

Twentieth Annual Report of the Commissioner of Labor for 1905. Washington, Government Printing Office, 1906. Pages 794.

The report of the United States Bureau of Labour for 1905 contains the results of an investigation with regard to convict labour in the United States. The same subject was treated in the second annual report of the Bureau of Labour published in 1886, and also in Bulletin No. 5, July, 1896. The investigation and report for 1905 was begun early in the previous year and for the purpose of obtaining information, letters were sent to every prison, reformatory and jail in the United States on this subject, and special agents were sent to every institution of this kind in which the value of productive labour during the year was not less than $1,000.

Particulars were received from 296 institutions which had a daily average of 86,036.4 convicts in confinement during the year. Of these, 51,172 were employed in productive labour, 21,403.3 were in prison labour, and 10,686 were idle. There were also 2,274 inmates sick.

There are six systems of work in the

accommodating about 45 pupils, while there are 90,342 employees in domestic service in Massachusetts.

An attempt to solve the problem was undertaken in Boston in 1903, when the Women's Educational Association formed a Household Aid Company for the purpose of training and supplying house-workers by the hour. After two years' experiment, the work of the company was discontinued, owing to a lack of funds for meeting the expenses of training and to the fact that it had been managed by a volunteer committee, the members of which were unable to devote further time to it. The experiment, however, showed that there was a demand for skilled household servants and that young women who are now averse to household labour would seek it as an occupation if certain unacceptable conditions could be modified.

It is stated that the demand for a similar institution for training and supplying domestics has become so great that it appears to be only a question of time when the work will be taken up again.

OTHER REPORTS RECEIVED.

Canada.—Report of the Surveyor General of Dominion Lands for the year ending June 30, 1905. (Department of the Interior.)

Ontario.—Annual Reports of the Dairymen's Association of the Province of Ontario for 1905.

Tenth Annual Report of the Commissioner of Highways, Ontario, 1905. Pa
II.—Township Road Management.

Great Britain.—Annual Statement
Trade of the United Kingdom with f
eign countries and British possessions
the year 1905.—Vol II. (Abstract
Detailed Tables of Trade with each C
try and at each Port, and Miscella
Tables.)

Reports of H. M. Inspectors of
for Districts Nos. 6 and 12, for th
1905.

Correspondence relating to the Com
of Certain Printers who were induc
emigrate to Canada by false repres
tions.*

New South Wales.—The Industrial
tration Reports and Records, New S
Wales, Vol. IV., Part 5, 1905.

France.—Resultats Statistiques du
censement General de la Population.
II.

Caisse d'Epargne et de Prevoyan
Bouches-du-Rhone. Rapport et Com
Rendus des Operations de la Caisse
ses Succursales pendent l'annee 1905.

Holland.—Reveu du Bureau Centra
Statistique. 16me Livraison.

Italy.—Le Condizioni di Lavaro
Risaie. (Uffici del Lavaro.)

Switzerland.—Rapport du Burea
ral des Assurances sur les Ent
Privèes en Matière d'Assurances en
en 1904.

* See special article on action of Parliament
ada and of Home Government to prevent fr
representations to workmen in the present n
the *Labour Gazette*.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

PRIVY COUNCIL CASES.

Power of Dominion Parliament to enact Section 6 of The Alien Labor Act upheld.

WORD was received by cable on July 28, that the Judicial Committee of the Privy Council had allowed the appeal taken by the Attorney-General for Canada from the judgment of Mr. Justice Anglin in the High Court of Justice for Ontario, rendered on the 17th June, 1905.

Anglin had decided that sec- for the—

deportation to his own co
migrant who has been
Canada contrary to the
Act, was *ultra vires* of
liament.*

(Attorney-General for Can
27th July, 1906; Privy Counc

*A special article dealing
led to the delivery of this ju
full text of the judgment, a
of the attitude of the Do
tion thereto, was publish
the Labour Gazette, (V
account of the circumst
ment of a Royal Commis
employment of aliens b
Company and the proce
its report, see the May,
ette. (Vol. v. No. 11). 1
(Vol. v. No. 12), p. 1357.
Privy Council will be
of the Lab

NOVA SCOTIA CASES.

Fishermen convicted for refusal to join their ship.

Three fishermen of Lunenburg, N.S., re tried and convicted before a stipendry magistrate for refusing without reasonable cause to join their ship pursuant articles of agreement, contrary to the visions of Section 91 of "The Seamen's R.S.C., cap. 74.

y went to jail under the convictions, later applied to be discharged on *s corpus* to a Judge of the Supreme of Nova Scotia on several grounds, principal being: that section 91 of the an's Act creating the offence does not to fishermen engaged on fishing ves- that the Statute in question, particu- section 25, dealing with articles of ment, did not apply, and that the ment which the men signed, not pro- for the payment of wages in the ary sense, but for a share in the pro- f fishing, was not within the Act.

e Judge in a written opinion over- the objections taken to the convic- and discharged the *habeas corpus*.

x vs. Dauphinee and others; 2nd July, 1906 J.)

QUEBEC CASES.

o appeal to Privy Council granted

he case noted in the February num- the *Labour Gazette*,* leave to appeal King in His Privy Council has been d, and the appeal will likely be heard November sittings of the Judicial ee.

l Light, Heat and Power Co.)

o fall of derrick.

amount of $5,200 were perior Court to Dame ued the defendants on ell as on behalf of her cover damages for the Idola Tremblay, fore- on July 12, 1905, oading the steamer

that Tremblay was a pulley broke re- leasing a heavy boom, which fell forty feet, striking him on the head and fracturing his skull.

The plaintiff alleged negligence on the part of the defendant, in that it made use of a pulley which was too weak to support the weight, and in that no safety apparatus was provided to protect the employees in case of such an accident.

(Dufour vs. Canadian Pacific Railway; 30th June, 1906; Tellier, J.)

Accident induced by overwork.

A youth under age, a brakesman in the employ of the defendants, was injured in the course of his employment while engaged in coupling cars. The evidence established that the boy commenced work at half past six o'clock in the morning and worked until eight in the evening; that he commenced again at two o'clock the following morning and worked again until seven in the evening, when he went to his supper, but was re-called and set to work again at half past nine in the evening, although he complained of feeling tired and ill, and that he was kept at work until half past three in the morning, when the accident happened.

A judgment in favour of the father of the injured boy granted by the court of first instance was confirmed by the Court of Appeals, the court holding that an employer who keeps his servant continuously at work for an undue number of hours, makes himself liable for the result in damages of an accident to such servant in the ordinary discharge of his duty, caused by his inability from fatigue to use the skill and care required.

The court also held that the father of the servant under age in the above circumstances has a right of action against the employer to recover his expense and loss of time in caring for his son, and for the medical attendance for which he has made himself responsible, but not for loss resulting from the diminished earning capacity of his son in the future.

(Couture vs. Great Northern Railway; 6th July, 1905 Court of Appeals, Quebec.)

Failure to report absence from duty.

Plaintiff brought an action against defendant for damages for wr[illegible] suspe[illegible]

t is your opinion of the result itude of the trade unions on the n of apprentices; will it be for the enefit of the young men or will it in their undevelopment and the l extinction of the old-fashioned all- workman? (Your candid opinion is stly requested in reply to this in- y.)

he trade union officers were sent simi- questions and were also requested to he Department a copy of any restric- lause in their constitutions or by- f such existed.

th regard to the first inquiry, 31 em- fo rs and 55 trade union officials stated hat there was a system of apprenticeship n their trade, while 29 employers and 44 mployees answered in the negative.

With regard to the second inquiry, 21 mployers and 46 trade union officials re- lied that the control of the apprentice- ip system was held by the trade unions.

With regard to the third inquiry, 5 em- loyers and 71 trade union officers con- dered that it was a good plan to restrict e number of apprentices, while 41 em- oyers and 18 trade unionists thought the strictive plan was not for the best ad- ntage of young men. With reference this question, no replies were given from employers and 15 unions from whom swers to questions were received.

With regard to the fourth inquiry, most the employers expressed the opinion that ey would not employ apprentices to the clusion of journeymen, but about two- rds of the trade union officers believed at employers, if given the opportunity, uld employ apprentices only and dis- arge journeymen.

A table is given with regard to the regu- ions of trade unions relating to appren- eship. The table contains the names 134 local and international unions of ich 59 do not state any limitations with ard to the number of apprentices. Four ons state that they have no limitations, l seven report that the matter of ap- ntices is regulated by the local unions. e unions teach sons or brothers of mem- only, and one gives preference to s, requiring the consent of the union nstruct any one else. One union has very stringent rules, apprentices paying for the privilege of being taught, and one other leaves the matter entirely to the employer. Fifteen unions permit the employment of one apprentice to a shop, while 39 permit the employment of one to a stated number of journeymen and more according to a ratio scheme of progression. One of the international unions leaves the matter of limitation to the local bodies, with the injunction to do all in their power to secure the abolishment of apprentices. One allows two to a shop, but will permit the employment of an extra one if he happens to be the son of a union member.

This report also contains an account of eleven trade and industrial schools in Massachusetts.

Employees for Domestic Service.

Trained and Supplemental Employees for Domestic Service. Massachusetts Bureau of Statistics of Labour, Part II. of the Annual Report for 1906. Boston, State Printers, 1906. Pages 38.

Part II. of the Annual Report of the Massachusetts Bureau of Statistics of Labour for 1906 deals with the subject of trained and supplemental employees for domestic service. This report is a continuation of investigations which the Bureau had carried on in previous years with the Women's Educational and Industrial Union. The prior investigations were purely analytical, but the present report shows that the ratio of the demand to the supply of domestic servants in Massachussetts is about two to one, and that the wages offered to inexperienced workers have increased 33⅓ per cent in five years. The causes of the lack of supply and the failure of reaching any other solution of the problem are attributed to the aversion of many girls to household work on account of the isolation of domestic servants, their long hours, and their objections to the relation subsisting between the houseworkers and their employers. The investigation conducted by the Bureau shows that there was great apathy to this problem among housekeepers. Out of 5,000 question blanks which were distributed through the United States, only 260 replies were received. The technical training of domestics is almost entirely neglected in Massachusetts, there being only two schools,

United States, namely, the lease system, contract system, piece-price system, public account system, state use system and public works and ways system. In the lease system, the state enters into a contract with the lessee who agrees to support the convict in every way, to guard and keep him at work and to pay the state a specified amount for his labour. Under the contract system, the state feeds, clothes, houses and guards the convict and the contractor pays the state a stipulated amount per capita for the convict's services. The piece-price system is very much the same as the contract system, but instead of the contractor paying the state a per capita amount, he pays the state an agreed amount for the work done on each piece or article manufactured. In the public account system, the state conducts all the operations and assumes all the risk. The state has the entire charge and control of the convicts and with them conducts an ordinary factory. In the state-use system, the business of manufacture or production is carried on by the state, but the goods produced are only for use in state institutions. In the public works system, the convicts are employed in the construction and repair of public buildings, roads, parks, etc.

The total amount of goods produced by convict labour during the year's investigation was $33,280,940. The principal industry is the manufacture of boots and shoes, the product of which was valued at $8,527,599. The other leading industries are farming, yielding $2,983,875; clothing, $2,644,511; roads, $1,657,170, and coal mining $1,631,346.

With regard to the commercial effect of the competition of convict made goods, inquiries were made of leading manufacturers, as well as a few jobbers and wholesalers. The manufacturers were unanimous in the statement as to the destructive effect of the competition of prison made goods upon the manufacture of similar goods made by free labour. In several industries, such as stove hollowware and saddletrees, it was claimed that prison-made goods has entirely driven free labour goods off the market.

The statistical results of the investigation are contained in a series of tables, in which are shown, among oth... the number and employment of c... description of the goods made a... done, with a comparison of goods p... by free labour, and the disposition ... goods made. The report also co... copies of the convict labour laws o... United States passed by the different st...

The Apprenticeship System.

Massachusetts Bureau of Statistics of Labor, ... of the Annual Report for 1906. Boston, State P... 1906. Pages 86.

Part I. of the annual report of the ... sachusetts Bureau of Statistics of L... for 1906 contains a report on the ap... ticeship system in the various trades and on trade schools in Massachusetts. The report is based on an investigation conducted by the Bureau for the purpose of ascertaining the opinion of employers and employees with reference to the system of apprenticeship. It is stated in the report that skilled labour is said on all sides to be difficult to obtain and that laws and resolutions are being introduced in the state legislatures looking towards the establishment of systems of technical or trade education.

In carrying out the inquiry, nearly 500 letters were sent to employers and abou... 1,000 to officers of trade unions, and re... plies were received from 58 employers and 104 officers of trade unions. The questions asked employers in these circulars were as follows:—

1. Is there a system of apprenticeship in your trade?

2. Is it under the immediate control of trade unions; if so, how many apprentices are you permitted to employ to each journeyman?

3. Do you consider it a good plan to restrict the number of apprentices?

4. If you were permitted to employ as many apprentices as you wished could you dispense with the services of some of the journeymen you are now obliged to employ, or, in other words, would you employ apprentices to the exclusion of journeymen?

5. If the number of apprentices is restricted by the trade unions, how many may you employ and what are the conditions of employment?

foreman, he alleged, without urned a rail and smashed plain- gers, which had to be cut off. He t an action claiming $150 damages. court dismissed the action, holding plaintiff had failed to satisfactorily e the exact manner in which the acci- t occurred. No fault on the part of ndant was proved.

T.R. Co.; 28th May, 1906, Archibald, J.)

injuries due to bursting of a coffee urn.

r on board the steamer "Mont- the Richelieu & Ontario Naviga- mpany, while attending to his as such on the 23rd May, 1905, was scalded by the explosion of an urn r tea, coffee and hot water. It d that the urn was heated by steam e ship's boilers and that it was sub- o too great pressure, which caused rst. In an action brought by him the company a jury awarded him mages, and judgment was entered our for that amount and costs.

R. & O. N. Co.; 18th June, 1906; Doherty, J.

ined for intimidation.

aronoff and Lawrence Lubeck $25 each and costs for intimi- e breakers employed by the terproof Clothing Company.

Choquet, J.)

es for loss of a thumb.

brought by plaintiff, an em- fendant, against his employers lamages for having had the n of his left thumb cut off ng at a sole-cutting machine 's factory, plaintiff was award- nages, the court holding that ce showed that the machine was good order. The court also held re had been some negligence on part, so that the damages were

Ames Holden Co.; 22nd June, 1906; Doh-

for damages incurred by working in a dangerous place.

urt of Review for the District of recently reversed a judgment of rior Court, which had dismissed brought by the widow of a man eing caught in a shaft while engaged in the employment of defendant in white-washing the ceiling immediately above the shaft on the lower storey of defendant's factory. The court below held that the evidence did not attribute fault to the company, that it did not show either directly or by presumption of fact how deceased was caught in the shaft, that deceased was doing an easy work and had been warned about the shaft and his death was not unavoidable as far as the defendant was concerned.

The Court of Review, in reversing the decision, held that the defendant was in fault:—

(1) in not stopping the movement of the machines while plaintiff was doing the work which was dangerous, and

(2) if the defendant did not wish to stop the machines during ordinary hours of work, then he should have had the white-washing done at night when they were not in motion, and

(3) in that the shaft was not protected as required by law, and further employers are in fault if they do not protect their workmen against their own imprudence.

The court held, however, that deceased was himself imprudent in assuming the work under the circumstances, and therefore the damages should be reduced, and assessed them at $2,500, $1,250 for plaintiff personally, and $1,250 to her as tutrix to the minor children.

(Kirk vs. Canada Paint Co., Limited; 2nd June, 1906; Court of Review.)

Strike Sympathizer Fined for Calling Motorman a "Scab".

A Police Court case arising out of the recent Street Railway strike at London was disposed of recently.

John Boyle was charged with shouting "scab" at a motorman. The defence was that the motorman was an old friend of the accused, and that the epithet had only been used in a joking way, and that the offender had apologized for his conduct. The Police Magistrate, however, fined the accused $2 with $2.50 costs.

In passing sentence the Magistrate notified all present that the street cars must be run, whether they carry any passengers or not, and the men who run the cars and all citizens who ride in them will be protected to the utmost extent of the law. He considered the name "scab" as insulting and abusive, and would punish anyone who used it toward other people. Disorderly or riotous conduct, he stated

(Rex vs. Boyle; 31st July, 1906; Love

sion from duty. On the 7th February, 1906, plaintiff, who was a fireman in the employ of the city of Montreal, left the station where he was serving. He gave no warning to anyone that he was ill, or that he had any reason to absent himself from his post. He arrived at his house early in the morning, and sent for a neighbouring physician. The latter told him he would immediately inform the captain, by telephone, that plaintiff was too ill to go back to duty. The physician failed to give such notice, and it was not until 11 o'clock the following morning that he sent his message. In the meantime, plaintiff, who had been absent from duty for twenty-two hours at 10 o'clock of the 8th of February, had been reported by the captain, and was suspended by the chief of the brigade.

The captain, in the performance of his duty, had to report plaintiff, and the chief, in the interests of the public, had to put some one in plaintiff's place. This he did. The chief testified that if plaintiff had waited, as he told him to, until the first of May, there was no doubt but that a place would have been found for him. Plaintiff, however would not wait and instead instituted an action. The court held that plaintiff had no just cause of action for his suspension, which was regular, legal and justifiable and that the city could not be blamed if plaintiff's messenger failed to deliver the notice that he was too ill to attend to his duties. The action was dismissed with costs.

(Lasznowski vs. City of Montreal; 20th June, 1906 Curran, J.)

Unguarded Machinery.

A verdict of $3,500 was given by a jury in favour of the widow and minor children of one John Cameron, who was killed while in the employment of defendants and in the course of his employment. The evidence showed that deceased, who was master mechanic for the defendant company, was about to remove the crown gear in a wheelhouse, and while making preparations for the same, slipped and fell into the gearing and was instantly killed. The jury found that the defendant was at fault in not directing that the gearing be ... protected.

... Mills Co.; 9th June, 1906;

Desertion of service.

One Francois Luc was fined ... costs for deserting the service of ... Armitage, by whom he had been em... ed.

(Mulvena, P.M., Sherbrooke.)

Inciting to leave employment.

Napoleon Rioux was fined $... months in jail for having e... induce some men to quit work ... steamer.

(Desnoyers, J.; 30th May, 1906.)

Damages for loss of finger.

Plaintiff, a labourer in the emp... the defendant, brought an action ... defendant for damages for the lo... finger which was cut off while he wa... ing a switch in the course of his ... ment, which was to attend to a nu... switches.

On the occasion in question t... wouldn't work, and the switchma... plaintiff to clean it. After ... switch, plaintiff went to the i... plant, which was placed near ... man's shanty. He found a sn... iron wedged in the interlockin... being unable to extract it wi... inserted his finger. At tha... switchman put the mechani... and plaintiff's finger was ca... fence was that plaintiff was ... using his finger instead of the ... provided with. The proof ... this tool was primarily for th... snow, and the switchman k... this case it was not snow that ... the trouble, because he had use... the same day several times previou... it was a clear, fair and cold day.

The court held the defendant in... that the switchman should have ... plaintiff before putting the in... plant in motion and awarded plai... damages.

(Polandini vs. G.T.R. Co.; 28th May, 1906; A...

Failure to prove fault on defenda...

Plaintiff, a labourer, was wo... defendant at Ingersoll, Ont., an... sisting in the discharge of a c...

Breach of Alien Labour Act by Montreal Harbour Commissioners.

In a case, to which reference was made in the June number of the *Labour Gazette**, after a hearing on the merits, the Harbour Commissioners of Montreal have been fined $100 in the Recorder's Court for an infraction of the Alien Labour Act.

The facts as found by the Recorder were that the defendants through their employee, the superintendent of elevators, induced one Quinlan to come to Montreal from Ogdensburg, N.Y., in August, 1904, to work as a shovel-tender, and also that the superintendent met one Barry in Buffalo, N.Y., in April or May, 1904, and persuaded him to apply to defendants for a position, which he secured a little later.

The main defence of the defendants was founded on the exception in the Act to meet the case of a newly established industry, when experts may be brought from another country if competent men cannot be found here; but the Recorder held that grain elevators were not new in Canada and that shovel-tending can scarcely be called an operation requiring very special skill. The Recorder, however, gave effect to an objection taken by defendants that two offences cannot be included in one information, as was the case here, and imposed a fine as for one offence only.

(Rex vs. Harbour Commissioners; 30th July, 1906 Weir, Recorder.)

ONTARIO CASES.

Fined for intimidation.

A member of the Teamsters' Union, Toronto, was found guilty in the local police court of intimidating teamsters in the employ of Henry B. Gee. On a previous occasion Gee swore that defendant had threatened some of his teamsters because they were not union men. Defendant was fined $50 or three months in jail. The magistrate characterized defendant's conduct as tyranny of the worst kind.

(Rex vs. Wilson; 11th July, 1906; Kingsford P.M.)

Claim for fifteen years wages.

A case was tried at the Spring Sittings of the High Court at Sandwich, Ont., in which the right to recover some fifteen years' wages was involved.

The action was brought by William Chalk and his wife Delia Chalk against John D. Wigle, the husband claiming some $3,400 and the wife $1,296, the latter sum representing seven years' wages was involved.

It appeared that Chalk, who came to this country from England, was at the age of five years taken by defendant, a farmer, into his home and was raised by him. When he took plaintiff he only agreed to keep him until he was 21, but at the arrival of that period defendant and his wife were so attached to plaintiff, William Chalk, that they kept him and his wife whom he had married and brought to the house for some years thereafter. Subsequently, owing to a quarrel, the plaintiffs left defendant's house and brought this action. It was also claimed by plaintiff William Chalk, that defendant had promised to give him 75 acres of land as a recompense for his services.

The defendant contended that Chalk was the same as a member of his family, that he had provided for him at all times, and that the young man had no just claim for compensation. The trial judge held that there was abundant evidence of conversations between Chalk and defendant, in which the subject of wages was mentioned by Chalk and not repudiated by defendant in terms, and that a contract to pay wages was proved. It was also held that there was abundant evidence of offers by defendant to give Chalk 75 acres of land and that defendant ought now to make that tender good.

The value of the 75 acres being $1,600, there should be deducted therefrom $600 for clothes and money furnished by defendant and $1,000 was considered a fair sum to allow William Chalk for his work, after giving credit for $600. Judgment was entered for plaintiff, William Chalk, for $1,000 and costs; the claim of the wife was dismissed without costs.

(Chalk vs. Wigle; 10th July, 1906; Falconbridge, C. J., K. B.)

Interesting to farm labourers.

In view of the fact that farm labourers frequently make contracts of hiring to cover the winter and summer months, and then, after serving the winter months, when there is little work and the farmers have given larger pay than the season would

*Page 1392.

warrant to retain the services of the hand for the harvest, desert their employment, attracted by the lure of higher wages elsewhere, the following case will be of interest.

An English labourer, named Alfred Towell, sought employment from J. B. Phillips of Prince Edward County. The hiring was for one year, the labourer to have an advance of $5 a month for spending wages and the balance to be paid at the end of the term. On the 15th June, the employee, after endeavouring to get his master to discharge him by carelessness and disobedience of orders and using unbecoming language to his master, left his service and brought an action against the master to recover the balance of wages. At the trial it was clearly established by evidence that the employee had no cause for leaving and also that he had used improper language, and the case was dismissed.

(Towell vs. Phillips; 25th June, 1906; Flint, P. M., Belleville, Ont.)

ALBERTA CASE.

Strikers punished.

In connection with the recent strike at Lethbridge, a number of disturbers of the peace have been convicted and sentenced. Karl Theodorvics, against whom three charges were laid, two of unlawfully assembling, and the third for assault occasioning bodily harm, pleaded guilty and was sentenced to two months imprisonment with hard labour on the charges of unlawfully assembling, and on the assault charge to three months with hard labour, the latter term of imprisonment to commence after the termination of the previous term. On charges of disturbing the peace, five others, who pleaded guilty, were sentenced to two months imprisonment with hard labour. In passing sentence, the judge explained to the accused the unlawfulness of assembling in the manner they had done, with the intention of threatening or intimidating persons who might go to work in the mines; that while they were at perfect liberty to stop work themselves, provided they violated no contract, yet it was unlawful for them to use force or threats in order to prevent others from working.

(Rex vs. Theodorvics & others; July 6. 1906; Harvey, J.)

MANITOBA CASE.

Damages for wrongful dismissal.

Plaintiff was employed by defendant, a furrier, as a fur cutter and manager of defendant's factory for six months from 6th February, 1905, at $35 per week wages. He was dismissed at the expiration of a week, and endeavoured to obtain employment elsewhere, but was not able to to so.

Subsequently, on March 11th he again entered defendant's employ at $25 a week. but was againg discharged on May 6th.

He then brought an action against defendant claiming $650 for wages and damages for wrongful dismissal and breach of contract.

Defendant set up as a defence that plaintiff represented himself to be a good designer, pattern cutter and fitter, and capable of taking charge of defendant's factory, and of designing and cutting furs and that he had had a large experience in first class houses in the United States, while the fact was that plaintiff was not a good designer and fitter and was not competent to perform the work he was engaged to do, and on account of his incompetency and wrongful conduct defendant was obliged to dismiss him, and paid him his salary to date of dismissal.

The trial Judge, upon the evidence, held that defendant had failed to justify the dismissal upon the ground of incompetence, as no fair test was ever made by defendant of plaintiff's capacity to fulfil the duties he was properly called upon to perform under the terms of his engagement, and gave judgment in plaintiff's favour for $650 and costs.

(Williams vs. Hammond; 13th July, 1906; Perdu, J.)

BRITISH COLUMBIA CASE.

Right of Day Labourer to be paid from day to day.

The plaintiff was originally hired by the defendant by the month, but subsequently his engagement was altered so as to be a hiring by the day. Plaintiff having left the service of defendants claimed his wages, which defendants assumed to be entitled to hold until the regular pay-day came round. Plaintiff thereupon brought an action to recover his wages. The judge of the County Court, having found as a fact that the hiring was a daily one, gave judgment for plaintiff, holding that a day labourer is entitled to be paid day by day, and if he quits his employment is entitled to be paid at once and need not wait till the regular pay-day comes round.

(Howson vs. Crow's Nest Pass Coal Co,; July 6, 1906; Wilson, C. C. J.)

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MINISTER—HON. RODOLPHE LEMIEUX EDITOR—W. L. MACKENZIE KING, DEPUTY MINISTER

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THE

LABOUR GAZETTE

SEPTEMBER, 1906

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF AUGUST, 1906.

I.—GENERAL SUMMARY.

INDUSTRIAL and labour conditions were still more active throughout Canada during August than in the preceding month. Compared with the corresponding period in previous years the labour market was much more active, and it may be stated that at no period in the history of the Dominion was the amount of general employment greater, or the demand for labour more pronounced. The chief factor immediately affecting the labour market was the advent of the harvest season, which gave employment to many thousands of men on short time engagements. Railway construction operations continued to increase in volume, and the unprecedented extent of employment thereby rendered available was felt, directly or indirectly, in almost every branch of industry. The mining, lumbering and manufacturing industries were exceedingly busy, and transportation in all branches very heavy the tourist season being at its height and employment in this connection more active than in several years. With the close of the summer, building and civic improvement work became more active and in both branches the amount of construction promised to be greater than in any previous year. The close of the sock-eye season in British Columbia rendered a considerable number of men available for other employment, and fishing alone among the leading industries did not show a pronounced improvement compared with the previous year.

The prevailing scarcity of labour reported during July became still more stringent during August, being felt to a greater or less degree throughout the several provinces and in many of the most important branches of industry. Farm labourers, railway construction hands, and unskilled labourers were those more particularly in demand. Among the classes and localities severely affected by the scarcity, mention may be made of the following:—Farm and unskilled labour throughout Canada; railway construction employees throughout Quebec, Ontario, the prairie provinces and British Columbia; unskilled labourers in the Nova Scotia collieries and steel works* sawmill hands in New Brunswick; asbestos miners in Quebec; bushmen in Quebec and Ontario; factory hands, especially in light manufacturing and in fruit canneries in Quebec and Ontario; leather workers in Manitoba, Saskatchewan and Alberta; miners, lumbermen, cannery men and general labourers in British Columbia; domestic servants, hotel and restaurant employees throughout Canada**

Changes in Wages and Hours.

The above conditions materially affected wages, which were strongly upward in tendency in the case of farm labourers, railway construction employees and unskilled

* See Report of Sydney correspondent in present issue.

** For statement with regard to the general demand for labour in the prairie provinces see report of Winnipeg correspondent in present issue.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views opinions which may be expressed therein.—Ed.

labour.* The following is a statement by industries and groups of trades of other important changes in wages and hours reported to the Department of Labour during August :—

Fishing.—Fish handlers (145) at Halifax, N.S., had their wages increased from $1.25 to $1.35 per day, after a strike.

Mining.—Concentrator employees (30) at Moyie, B.C., had their hours reduced from 12 to 8 per day. At Phœnix and at Boundary Falls, B.C., reductions in hours ranging from 6 to 28 per week among employees of the Dominion Copper Company were granted, affecting 107 workmen. Employees (109) of the Granby Consolidated Mining, Smelting and Power Co., Ltd., had their hours reduced from 10 to 9 per day at Phoenix, B.C.

Building.—Carpenters (35) at Sydney, N.S., were increased on August 1 from $2.25 to $2.50 per day. Carpenters, (2,000) at Toronto, Ont., had their minimum wages increased from 30 to 33 cents per hour after a strike. Plumbers (15) at Windsor, Ont., were increased from $3.25 to $3.50 per day of 9 hours.

Metal, engineering and shipbuilding.—Firemen (10) on dredges at Amherstburg, Ont., were increased from $2.25 to $2.50 per day. Sheet Metal workers at Winnipeg, Man., received an increase of from 36½ to 39 cents per hour.

Food and tobacco preparation.—Jewish bakers at Toronto Ont., had their hours limited to 72 per week.

Transport.—Motormen and conductors (22) at Hamilton, Ont, had their wages increased on August 20 from 15 to 18 cents per hour for first year men ; from 16 to 19 cents in the case of second year men and from 17 to 20 cents per hour in the case of third year men.

Cost of living.

Butter, eggs, bacon, and other farm produce were exceptionally high in price for the season. Milk as a result of scarcity owing to the dry weather, was advanced one cent per quart at Montreal, Que., Ottawa, Ont., Toronto, Ont., and other large centres. Fruits and vegetables were also high and hay exceptionally high.

The Mountain Lumbermens' Association of British Columbia decided to advance the price of rough lumber $1.00 per thousand feet. Sugar and leather were other staples which showed advances during August.

The price at which methylated spirits is furnished to the trade by the Department of Inland Revenue, Canada, was reduced on August 1 from $1.10 to 90 cents per gallon for grade No. 1 and from $1.50 to $1.25 per gallon for grade No. 2.

Investigations were in progress in Toronto, Ont., with a view to meeting the shortage of moderate priced houses for workmen. It was estimated that there were less than 2,000 houses in Toronto renting for $10 and under, whereas there were upwards of 20,000 male employees engaged in the various industries.

Interruptions to Industry.

The number of trade disputes in existence during August was four more than in July, and four more than in August 1905. There was an increase of approximately 11,415 in the number of working days lost compared with the previous month, but compared with the corresponding month of 1905, there was a decrease of 18,075 in the number of working days lost.

Among industrial establishments destroyed by fire, etc., during August, the following, as reported in the press of the Dominion, may be mentioned:—

Nova Scotia.—Wash-plant at Sydney Mines, $1,000.

New Brunswick.—Pulp and paper mills at St. George, loss $25,000.

Prince Edward Island.—Hotel and contents, Charlottetown.

Quebec.—Workshop at Beauport, loss, $1,500; works station at Boucherville, loss, $15,000; store at Hull, loss, $25,000; five railway cars at Iberg Junction, loss $4,000; picker room of cotton mill at Hogg; grocery store at Montreal, loss, $8,000; granary at Montreal, loss, $15,000; cotton factory at Montreal, loss, $4,000; tannery at Quebec, $10,000; fish storehouse at St. Charles de Caplan, foundry, etc., at St George de Bauce, loss, $50,000; business block at St. Louis, loss $20,000; aerated water factory at Sorel, loss, $1,000; sash and door factory at Verdun, loss, $10,000.

Ontario.—Steamer "Erindale" at Bowmanville, $20,000; planing mill at Creemore, loss, $12,000; mill at Dundas; trestle shed at Deseronto; general store and stock at Dutton, loss, $3,000; knitting factory at Guelph, loss, $12,000, 30 workpeople out of employ-

* A statistical table showing the wages paid to farm labour throughout Canada during the present season is published elsewhere in the present issue. See also report of Winnipeg correspondent in present issue.

business portion of Haileybury, loss, $150,000; railway station and contents at Jarvis, loss, $4,000; hotel at Little Current, loss, $20,000; planing mill and lumber at London, loss, $25,000; rag shop at London, loss, $1,000; cheese factory at Moncton, loss, $2,000; waterproofing works at Niagara Falls, loss, $75,000; farm buildings and contents at Niagara Falls, loss, $25,000; mining plant, grocery and hotel at Queenston; livery stable and 12 horses at Toronto, loss, $2,000; flour mill and elevator at Wallaceburg, loss, $20,000; wall paper factory at Toronto, loss, $10,000; harvest tool factory at Tillsonburg.

Manitoba.—Grain Elevator at Rothwell.

Alberta.—Cement factory at Calgary, loss, $100,000.

British Columbia.—Stores, etc., at Gower Point, loss $50,000; iron works at Grand Forks, loss, $15,000; post office at Midway, loss, $6,000.

Electrical storms destroyed upwards of 25 barns with contents in New Brunswick, Quebec and Ontario.

Forest fires occurred in the beginning of the month in New Branswick, Quebec, Ontario and British Columbia, and were extinguished by rains in the third week of the month.

On August 28, the steamer 'Dundurn' broke the Cote St. Paul lock in the Lachine canal and precipitated a mass of water into the lower locks, flooding and doing considerable damage, besides causing a stoppage of operations in a number of manufacturing establishments at Lachine.

Conditions in the Industries and Trades

Conditions of employment during August in the several industries and trades throughout Canada, as indicated by the reports of correspondents of the *Labour Gazette,* and by information received at the Department of Labour from other sources, may be briefly summarized as follows :—

Agriculture.

Harvesting operations were fully under way, and in view of the increased acreage and favourable yields the month was an exceedingly busy one throughout Canada. Weather conditions were very favourable having been uniformly very dry up to the third week of the month. In western Canada the harvest was several days in advance of last year, cutting having been commenced in some sections by the opening week of August, and becoming general by the middle of the third week. In Ontario and Quebec conditions were normal in this respect, but in the Maritime Provinces crops were about two weeks late as a result of cold weather earlier in the season. Threshing was in progress in many localities in the closing week of the month, and favourable reports with regard to the quality of the grain were received, though damage to the wheat berry was reported in some localities from the prolonged dry weather.

An extreme *scarcity of labour* prevailed in many important sections. In connection with the harvest in Manitoba, Saskatchewan and Alberta the demand was fairly met, it being estimated that over 18,000 harvesters, brought by special excursions from Ontario and the eastern provinces, were distributed in these provinces during the first three weeks of the month. Through out Ontario, however, in the Eastern townships of Quebec, and in the Maritime Provinces the stringency was very great, having been increased by the exodus of farm hands to the west. The unusually low rates offered to immigrants from Liverpool, Eng., to Winnipeg, Man., direct, had also the effect of further diverting the supply of labour from these provinces. In British Columbia the closing of the sockeye season rendered a number of men available for agricultural employment. Wages were exceptionally high.*

Reports as to the *yield* were generally favourable, though an accurate estimate was as yet impossible. Estimates of the western wheat yield ranged from 85,000,000 bushels upwards. In Saskatchewan an official bulletin issued during August, showed the wheat acreage to be 1,130,084 with an estimated yield of 26,107,286 bushels, compared with 910,359 acres last year, producing 15,944,730 bushels. The Ontario Department of Agriculture in its August crop bulletin anticipated a heavier yield of cereals than the average in 24 years, the average yield of fall wheat being placed at 24.2 bushels per acre; barley 23.7 bushels; oats, 41.0 bushels; peas, 21.1 bushels, and hay 1.58 tons per acre. Quebec crops according to the latest official reports will probably fall below the average as a result of the backward spring and dry summer; with regard to quality, however, reports were favourable. In the Maritime Provinces crops were reported variable but on the whole fair. The outlook for the root and vegetable crop was considered favourable, and fruit was generally unchanged from the preceding month. In British Columbia a pronounced scarcity of labour was report-

* A statistical table relating to the wages paid farm labour in the several sections of the Dominion is published elsewhere in the present issue.

ed among fruit growers, particularly in the interior of the province; Chinese labour which previously received from 90 cents to $1.00 per day now obtained as high as $2.00 per day. New plantings have recently been heavy in British Columbia in view of the generally favourable outlook of the fruit industry in that province.

In the *dairying* branch, the dry weather had the effect of diminishing the supply of milk in many sections of Ontario and Quebec, and the output of the creameries and cheese factories was in consequence curtailed. Prices, however, were very favourable, cheese having shown still further advances during August. Milk was also advanced in price in several centres, including Montreal, Ottawa and Toronto.

The opening sitting of the *Grain Commission* was held at Winnipeg, Man., August 29.* The summer meeting of the *Pomological and Fruit Growing Society of Quebec* was held at Chateauguay Basin, Que., August, 29-30. A meeting of the *British Columbia Fruit Growers' Association,* at which the question of the supply of labour was discussed, was held during August. (**).

Fishing.

Recent reports in connection with the Bank fisheries were that the season's catch would be light but that prices had advanced during August. Reports from the Nova Scotia and Prince Edward Island coast fisheries were only fair, though the mackerel catch was the best in several years at certain points; herring fishermen have also had a good season, fewer reports being received of damage caused by dog fish. Off the New Brunswick coast the lobster catch was unprecedentedly heavy, and salmon were taken in greater quantities than in many years past. Sardines, however, were light.

The total sock-eye run in British Columbia for the year was estimated at 156,107 cases, being 200,000 less than four years ago. Owing to the scarcity of fish the price offered reached the unprecedentedly high figure of 33 cents, and at certain of the canneries, 40 cents per fish. Notwithstanding the light catch the season has been fairly profitable for fishermen. The season for trap fishing was extended to Sept. 15, with the proviso that after August 15 no sock-eyes were to be taken.[1] Catches of halibut off Vancouver Island showed a falling off.

The *British Columbia Fisheries Commission,* appointed by the Dominion Government, continued its sittings during August The subjects investigated by the commission have been apportioned among six committees as follows: (1) the Fraser River fishing district; (2) the Nanaimo herring fisheries, with special reference to the Scottish curing experiments; (3) the hatchery work of the Dominion and the Provincial Governments; (4) the halibut, northern salmon and other fisheries; (5) fishery resources and development on the west coast; (6) the method of preparing canned salmon on the Fraser River. The reports of certain of these committees have been already compiled.

Lumbering.

Lowness of water in the streams interfered with saw-milling in some sections of Ontario and Quebec ; elsewhere the month was very busy and the output heavy. In connection with preparations for the coming season in the woods, labour continued very scarce, though wages offered were on an average $4 per month higher than last year.[2] In British Columbia work both in the mills and in the camps was exceedingly busy and the output, though very heavy, was unequal to the demand with prices strongly upward in tendency.

Forest fires did some damage in the Provinces of New Brunswick and British Columbia, prior to the advent of rain in the third week of the month.

† See report of Winnipeg correspondent in present issue.

** A special article dealing with the organization of the Ontario Co-operative Fruit Growers Association is published elsewhere in the present issue.

(1) See reports of Victoria B. C., and New Westminster, B.C., correspondents in present issue.

(2) See report of Hull, Que., correspondent in present issue,

(3) See report of Nelson, B.C., correspondent in present isssue.

Mining.

A scarcity of unskilled labour caused some loss of time to miners in the *Nova Scotia collieries* and the output during the past few weeks compared unfavourably with the corresponding period of 1905. In the Springhill section, however, work has been steady and the earnings of the men higher than for some years past, while the heavy increase in output during the earlier months of the season will, it is thought offset the recent falling off. In Quebec, *asbestos and mica mining* was very busy, and in eastern Ontario, conditions, as in the previous month, were exceedingly active. From the *oil* region in southwestern Ontario, favourable reports were received. At *Cobalt, Ont.,* steady development and production were reported ; the floating population of the place was stated to have largely departed, though prospecting was still active throughout the district, especially in the northern section in which discoveries of gold were recently reported, In *British Columbia,* the coal mines were producing steadily; development work in the metalliferous mines was exceedingly active and the output showed heavy increases.

Manufacturing.

In nearly every branch of this industry throughout Canada the prevailing condition was one of extreme activity, factories running to full capacity, with orders in advance and overtime being worked in a large number of establishments. Iron manufacturing establishments in all departments were particularly busy, certain lines which from exceptional circumstances had anticipated a summer of comparative quietness continuing very busy. Stove foundries, for example, reported a heavy demand for goods, especially for cheap lines destined for the western market, notwithstanding unusually large stocks of heating stoves were carried over by retailers from last year owing to the mild winter. Boot and shoe establishments were also on the whole more active than is usual at this season, sorting orders having been numerous and the outlook being for a heavy fall trade. Enlargements to plant and the erection of new factories were on an extensive scale.

A bulletin was recently issued by the Canadian Manufacturers' Association summarizing the results of a letter sent out to its members asking for information as to the supply of labour. Of 315 replies received, 205 reported a shortage of workmen amounting in all to 6,723, distributed throughout the several branches of the industry.

According to statistics issued by the American Iron and Steel Association, the total production of pig iron in Canada during the first six months of 1906 was 282,010 tons, compared with 257,797 tons in the second half of 1905 and 210,206 tons in the first half of the latter year. The total was higher than in any previous half year and also exceeded the production of any entire year prior to 1902. The production of Bessemer pig iron during the first half of 1905 amounted to 79,051 tons, compared with 85,418 tons in the second half of 1905 and 63,785 tons in the first half of 1905. The production of basic pig iron in the first half of 1906 was 135,298 tons compared with 123,774 tons in the second half of 1905 and 68,378 tons in the first half of 1905. On June 30, 1906, of 15 completed blast furnaces in Canada, 12 were in blast and 3 were idle. The total number of furnaces actually in blast during the first half of 1906, for the whole or a portion of the period, were 13, of which 3 used coke and 10 used charcoal.

Railway Construction.

The activity which characterized the earlier months of the season in railway construction operations was further increased during August and would have been still more extensive had the supply of labour been equal to the demand. This scarcity of labour was particularly felt in connection with the National Transcontinental line, it being stated that at several points at which construction was in progress large numbers of additional men could have been given employment. The shortage was further increased by the heavy demand for labour in connection with the western harvest. The operations of the Canadian Pacific, Grand Trunk and other

TABLE SHOWING STATE OF EMPLOYMENT IN CANADA

[This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, in the several trades and industries throughout the Dominion. This table has reference only to the amount of treated under separate headings in the *Gazette*. In tabulating the information in question the terms employed able or unfavourable, as follows: (1) active, busy, very busy, (2) quiet, dull, very dull.]

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Active	Active	Active	Busy	Very busy	.....	Active
Halifax	Busy	Active	Active	Active	Active	Active	(3) Active
Amherst	Very busy	.....	Very busy	Busy	Very busy	.....	Busy
Prince Edward Island—							
Charlottetown	Active	Active	.....	.....	Active	Active	Active
New Brunswick—							
Moncton	Busy	Busy	Busy	.....	Busy	Active	Busy
Chatham	Busy	Busy	Very busy	.....	Very busy	Active	Active
St. John	Active	Active	Very busy	Busy	Busy	.....	Active
Quebec—							
Quebec	Busy	.....	Active	.....	Active	Very busy	Very busy
Three Rivers	Busy	Active	Busy	Quiet	Active	Busy	(4) Busy
Sherbrooke	Busy	.....	Busy	Busy	Busy	Very busy	Busy
St. Hyacinthe	Very busy	.....	.....	.....	Very busy	.....	Active
Montreal	Busy	.....	.....	.....	Busy	.....	Very busy
Hull	Busy	.....	Busy	Busy	Busy	.....	Busy
Ontario—							
Ottawa	Busy	.....	Very busy	.....	Active	Active	Very busy
Kingston	Busy	Dull	Quiet	Busy	Busy	Active	Active
Belleville	Busy	.....	Busy	Very busy	Very busy	Active	Very busy
Peterborough	Busy	.....	Very busy	Quiet	Busy	Busy	Busy
Toronto	Very busy	.....	.....	.....	Very Busy	Very busy	Very Busy
Niagara Falls	Very busy	.....	.....	.....	Busy	Busy	Active
St. Catharines	Busy	.....	.....	.....	Very busy	.....	Very busy
Hamilton	Busy	.....	.....	.....	Busy	Busy	Very busy
Brantford	Busy	.....	.....	.....	Busy	Very busy	Very busy
Guelph	Busy	.....	.....	.....	Active	Busy	Busy
Berlin	Very busy	.....	.....	.....	Very busy	.....	Busy
Woodstock	Very busy	.....	.....	.....	Very busy	Busy	Busy
Stratford	Busy	.....	.....	.....	Very busy	Quiet	Busy
London	Busy	.....	.....	.....	Very busy	Busy	Very busy
St. Thomas	Busy	.....	.....	.....	Busy	Very busy	Active
Chatham	Very busy	.....	.....	.....	.....	.....	Quiet
Windsor	Busy	.....	.....	.....	Busy	Busy	Active
Sault Ste. Marie	Busy	.....	Active	Active	Very busy	Busy	Active
Port Arthur and Fort William	.....	.....	Busy	Very busy	.....	Very busy	Busy
Manitoba—							
Winnipeg	Very busy	.....	.....	.....	Busy	Very busy	Very busy
Brandon	Very busy	.....	Busy	.....	Busy	Very busy	Very busy
Saskatchewan—							
Moose Jaw	Very busy	.....	.....	.....	.....	Very busy	Busy
Alberta—							
Calgary	Very busy	.....	.....	.....	Busy	Busy	Quiet
Edmonton	Very busy	.....	Very busy	Busy	Busy	Very busy	Busy
British Columbia—							
Nelson	Busy	.....	Very busy	Very busy	.....	.....	.....
New Westminster	Busy	Busy	Very busy	.....	Busy	Busy	Active
Vancouver	Active	Active	Very busy	Busy	Active	Active	Very busy
Victoria	Busy	Active	Very busy	Busy	Active	Active	Active
Nanaimo	Busy	Quiet	Very busy	Active	.....	Quiet	Dull

(1) Carriage workers quiet. (2) Electrical worker and linemen quie

DURING THE MONTH OF AUGUST, 1906.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, SERIES G., No. 33.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment employment prevailing, no account l ng taken of wages changes, trade disputes and kindred phenomena are divided into two groups, the order indicating in each the degree to which general conditions were favour-

Metal, Engineering-Ship-building.	Wood-working.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active Active Very busy	Active ..... Busy	Active Active Very busy	Active Quiet Quiet	Active	Active	Active Active Busy	Active Active Busy	Busy Very busy Very busy
Active	Active	Busy	Active	Active	Active	Active	Active	Active
Active Active Active	(1) Active Active Active	Busy Active Busy	Quiet Active Active	Active Active Busy	Dull Active	Busy Active Very busy	Active Active Busy	Very busy Very busy Active
Active Active Busy Active Busy	..... Active Busy Active Active	Quiet Active Very busy Very busy Active	Quiet Very busy Very busy Busy Busy	Busy Busy Busy Busy Busy	..... Active ..... Very busy	Busy Busy Busy Busy Busy Busy	Very busy Busy Active Busy Busy	Very busy Active Very busy Very busy Busy Busy
Busy Active Active Active Very busy Active Active Active Busy Active Active Active Active Busy Active Active Active	Busy Active ..... Active Busy ..... Active Busy Active Active Very busy Busy Busy Active Active ..... Active	Busy Busy Active Active Busy Active Active Busy Quiet Active Active Busy Active Busy Busy Busy Busy	Quiet Active Busy Active Active Active Active Quiet Active Quiet Active Active Active Busy Active Dull Quiet Active	..... Active Busy Active Active Busy Active Active Active Busy ..... Active Busy (5) Busy Active Active Busy Active	..... Active Busy Active Active ..... Active Active Busy ..... Active Active Busy ..... Quiet Active	Very busy Very busy Busy Very busy Busy Busy Busy Busy Busy ..... Active Very busy Busy Busy Busy Quiet Active Very busy	Busy Active Active Active Very busy Busy Busy ..... Busy Active Quiet ..... Active Busy ..... Active Active Active Active	Very busy Busy Very busy Very busy Very busy Active Busy Very busy Busy Busy Very busy Very busy Very busy Very busy Quiet Busy Active Very busy
Busy Active	Busy Active	Active Busy	..... Busy	Active Busy	Very busy Active	Very busy Busy	Very busy Active	Very busy Very busy
Active	Active	Busy	Busy	Busy	Busy	Busy	Active	Very busy
Busy Busy	Busy Active	Busy Busy	Active Active	Busy Busy	Busy Busy	Busy Active	Busy Active	Very busy Active
(2) Busy Busy Active Active	Busy Active Active	Active Busy Busy	Active Active Busy	Active Active Active	Active Active Active	Busy Busy Active Quiet	Active Active Active	Very busy Very busy Busy Very busy Busy

(3) Plasterers dull. (4) Plumbers dull. (5) Cigar makers quiet.

railway companies in Ontario, the prairie provinces, and British Columbia were also hampered through lack of men, though good progress on the whole was made. Favourable reports were received with regard to the health of the men in the several camps. Good progress was also made by surveying parties at work in New Brunswick and elsewhere. Tenders were called for by the Commissioners of the Transcontinental Railway for a number of bridges on the Quebec La Tuque branch.

General Transport.

Railway employees had a very active month both on freight and passenger traffic the latter having been increased by the tourist season, which was exceptionally busy. Street railway employees were also busy from the same cause. Canal traffic was heavy* and shipments at ocean ports satisfactory.

It was announced that the train service on the Temiscamingue and Northern Ontario Railway would be extended 25 miles north of New Liskeard to Englehart about September 15.

Railway earnings continued to show heavy increases compared with a year ago. The Grand Trunk Railway Company's half yearly statement to June 30, 1906, published in August, showed a surplus of £10,000 on gross receipts amounting to £3,021,600.

Notwithstanding the heavy demand for cars nothing approaching a general shortage was complained of and special efforts were being made to have a sufficient supply for the moving of the western grain crop, it being stated that the Canadian Northern Railway had added 1,600 cars and 50 engines to its equipment. A number of locomotives were also added by the Grand Trunk Railway Company.

The Trades.

Building.—The month was extremely busy among all classes, though painters and plumbers were less active than the other branches in certain localities. The latest reports received were that the amount of building would exceed that of any previous year, the number of permits issued in several important centres having already largely exceeded those of 1905 during the corresponding period. Stonecutters, bricklayers and carpenters were in keen demand at several points.

Metal, engineering and *shipbuilding.* — Nearly every branch was very actively employed, the iron working trades being particularly busy.

Woodworking and *furnishing.*— Woodworkers in all classes of establishments were active and in a number of lines very busy.

Printing and allied.—Conditions were on the whole very favourable, being busy at some points and active in a large number of important centres.

Clothing. — Journeymen tailors were somewhat slack for seasonal causes, but garment workers had an active month. Boot and shoe workers were unusually busy for the season, sorting orders having been numerous. The outlook was for a heavy fall trade, though manufacturers were affected by current conditions in the leather market and the rise in leather and shoe values. The trade in rubber foot-wear was satisfactory, notwithstanding that large stocks of heavy lines were carried over last winter owing to the mild weather. Glove and mitt makers had a good month.

Food and *tobacco preparation.*—Bakers had a good month, sales of bread having increased during the hot weather ; recent advances in prices were well maintained. Confectioners were expecting a busy fall trade and samples for the season were for the most part completed. Cigar makers and tobacco workers had a fair month.

Leather.—Tanners and curriers had a good month. Tanners were affected at some points in Ontario by the high price and shortage in the supply of hides. Trunk and bag makers were busy.

Miscellaneous.—The demand for miscellaneous employees, including domestic servants, hotel and restaurant employees, clerks, etc., was more active than for some time past, a scarcity prevailing in several sections.

Unskilled labour.—This class was very

*See report of Sault Ste. Marie Correspondent in present issue.

busy and in almost every centre was in very active demand at wages higher on the whole than were previously offered.

Canadian Trade and Revenue.

Foreign trade.—During July, 1906, total imports entered for consumption were $23,652,122, compared with $18,479,765 in July 1905. Total domestic exports amounted to $16,549,548 in July, 1906, compared with $13,049,449 in July 1905. The total increase in trade during the first month of the present fiscal year was, accordingly $8,672,456.

Imperial trade.—According to returns published by the British Board of Trade, imports from Canada into Great Britain during July, 1906, were as follows:—

Amonnt.	Value.
Cattle, 17,100	£300,137
Sheep, 1,751	2,691
Wheat, 654,100 cwts	234,363
Flour, 187,400 cwts	88,132
Peas, 11,630 cwts	3,772
Bacon, 128,492 cwts	341,615
Hams, 48,800 cwts	129,145
Butter, 36,700 cwts	183,892
Cheese, 298,862 cwts	822,501

According to reports received from commercial agents at the Department of Trade and Commerce, Canada, high prices for Canadian wool were recently offered in Great Britain. Openings for Canadian varnish, apples, pears and plums were reported in the same market. In Australasia, openings for tinned meats, fish, carriages, timber, slate, paper, potatoes, apples oats and flour were reported. Canadian apples, potatoes, onions and dairy produce were meeting favourable markets in Jamaica. Canadian trade was reported as increasing in Newfoundland.

Domestic trade.—Retail trade was generally quiet from seasonal causes and sorting orders were somewhat slow. Preparations, however, were everywhere under way for a very active fall and winter trade, and shipments by wholesalers in this connection were heavy. Hardware lines continued very active ; groceries were firm. Collections were fair, Canadian securities were upward in tendency and financial conditions generally were satisfactory.

The Peoples's Bank of New Brunswick, capital $180,000 with headquarters at Fredericton, N.B., was amalgamated with the Bank of Montreal.

The Canadian Bank statement for July showed total assets of $872,610,468, compared with $861,602,330 in June and total liabilities of $707,233,874, compared with $698, 714,302 in June. Notes in circulation amounted to $68,182,979 and the amount of deposits payable on demand was $165,077,790. Banks were regarded as in exceptionally favourable position to meet demands in connection with the marketing of the crop of 1906.

Canadian Revenue.—Canadian revenue during August, 1906, was $7,630,095.33, compared with $6,660,267.41 in August, 1905. For the two months ending August 31, 1906, the total was $13,390,416.73, compared with $11,635,351.36 during the corresponding period of 1905.

Total expenditure on capital account during August was $633,844.39, of which the leading items were:—

Bounties.....$124,659.82
Pub. Works, Railways & Canals, $374,974.58

Notes.

It was announced that the twenty-second annual convention of the *Trades and Labour Congress of Canada* will be held at Victoria, B.C., beginning on September 17

An ordinance respecting the disposal of water from streams and lakes in the *Yukon Territory* for the purpose of generating power, and for the control, management, sale, transmission and use of such power, as enacted by the Governor General in Council, was published in the Canada Gazette of date August 25.

The sum of $1,500 was recently divided among the employees of the John Morrow Machine Screw Company, Limited, of Ingersoll, Ont., under the operation of a *profit sharing arrangement* inaugurated by the company some three years ago. In connection with the working of the arrangement the company stated that it had found the same to be a very satisfactory method of securing the good-will and best services of the employees through giving them an interest in the welfare of the business.

The annual meeting of the *Maritime Board of Trade* was held at Amherst, N.S., Among the questions discussed were immigration, particularly as affecting the Maritime Provinces ; industrial development at Amherst ; the revival of the shipbuilding industry ; the encouragement of technical research ; the encouragement of sheep raising; the tourist trade and the transportation problem. A resolution was passed favouring the union of the three provinces.

The sixth annual convention of the *Union of Canadian Municipalities* was held at Halifax, N.S., August 14-16. The work and value of the union were discussed and papers read on the municipal situation in the different provinces. Municipal power and water, rural telephones and recent municipal legislation were also dealt with. A resolution was adopted endorsing the request of the provincial legislature of Manitoba for authority to expropriate telephone lines in that province and affirming the principle that similar authority should be given to the other provinces of the Dominion. During the course of the convention a municipal union for Nova Scotia with the Mayor of Halifax as president was organized, with a constitution similar to those existing in the other provinces. The Canadian union will meet in 1907 at Port Arthur and Fort William, Ont. The Ontario Municipal Association also held its annual convention during August at which the question of cheap power for municipalities was dealt with. A Union of Saskatchewan municipalities was organized at Regina, Sask., on August 7, the constitution of the Alberta Union being adopted in all essential details.

Other conventions held during August were, the National Association of Master Plumbers, Gas, Steam and Hot Water Fitters of Canada at Ottawa, Ont., August 7-9; the Canadian Association, of Stationary Engineers at Galt, Ont., on August 7-10; the Canadian Association of Master Bakers at London, Ont., August 15 ; at the last, resolutions approving the establishment of a testing plant for millers and bakers and opposing the requirement of certificates for engineers in charge of steam power plants in bakeries were carried.

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during August was much the same as in July; if anything unskilled labour was scarcer. Many men both skilled and unskilled, left for the west to assist in harvesting the crops.

The want of unskilled labour has materially affected the mining industry, causing the miners in some collieries considerable loss of time and lessening the output of the collieries. The coal output of July was 473,258 tons, against 496,612 for July 1905, a decrease of 23,354 tons. August will show a further decrease. This will not materially affect the increases for the year, as the total increase during the seven first months of 1906 was 441,729 tons, being a summer month's average over July 31, 1905. Cape Breton had a gain of 395,933 tons ; Inverness, 23,000 tons ; Pictou, 64,000 tons, and Cumberland, 30,000 tons. The total output for the whole province ending July was 2,736,955 tons. August will place the total output well over 3,000,000 tons.

The iron and steel industry remained unchanged during August. The various departments of the Sydney works were all active. At Sydney Mines the Nova Scotia works were running to their full capacity and giving very good results. The Sydney Tar and Chemical works were very busy, and the Sydney Cement works were working double shifts. Sydney cement has found its way into the Canadian market and is in use in the principal cities.

The building trades around the Cape Breton collieries continued active. Workmen's houses form the largest number of buildings being erected. Shipping continu-

ed brisk, but transportation by rail was normal. Wholesale trade was active and re tailers prosperous. Foundries and factories all over the province were enjoying continued activity.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Hay was gathered in very good condition, the weather being very favourable. The grain and root crops will be a good yield if fall weather is favourable.

Fishing.—Fishing has been a failure this year. St Pierre fishermen report this one of the worst years they ever experienced. Lobster fishing was not up to that of last year, the first part of the season being stormy and lobsters scarce. The Louisbourg and Gabarus canneries did little more than half of last year's pack.

Mining.—The concrete work around the surface of the Allen shafts in Pictou county is almost completed. The bankhead will be of steel. The underground workings were being rapidly developed. Mabou colliery was increasing its monthly output. The Chimney Corner coal areas, in Inverness County, were being opened, and the coal is said to be of good quality. It is stated by the Dominion Coal Company that coal will be shipped from Glace Bay harbour this fall ; the wharfs and trestle require repairing. The Government has granted $25,000 toward the expense of these repairs, and $40,000 in addition will be spent by the Dominion Coal Company. Surveying and work on the trestle has been begun. Coal shipping piers will also be built..

CONDITION OF PARTICULAR TRADES.

Skilled labourers were all active, and unskilled labour was in demand.

HALIFAX, N.S., AND DISTRICT.

Mr. A.-J. Smith, Correspondent, reported as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during August showed an improvement over the previous month, unskilled labour being unusually active, while other trades were for the most part above the normal. Work on the government building progressed favourably, while good progress was made on private structures. Work on the new Chronicle building was advanced, and the same firm began work on the building for the Commercial Bank of Canada, which is not to be completed until the summer of 1907. The contract for the extension of the bank premises of the Union Bank of Halifax has been awarded to a city firm, but the undertaking will not be begun until the early spring of next year. The Provincial Government has notified the Brandraham-Henderson, Co., Limited, that the Government cannot guarantee the passage of the Bill legalizing the granting of a bonus, etc., by the city to the Company.

There were two strikes in the city. The Coal heavers were receiving twenty cents per hour, but demanded 30 cents per hour for day work and 35c per hour for night work. The employers would not accede to the demand with the result that a number of the men went out for about two days, when an agreement was reached by which the wages are to be 25c per hour for day work and 30c for night work. There were five firms involved ; the men have all returned to work. The fish handlers, who had been for the most part receiving $1.25 per day, demanded an increase of 25c per day. Certain of the employers offered $1.35 and others $8.00 per week permanently which were declined. Finally an agreement was reached by which the employers' offer of $1.35 was accepted and the men resumed work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crop reports from the greater portion of the province indicated that in spite of the backward spring the excellent weather during the month of July promoted good growth. The hay crop for the whole province will be about 85 per cent, oats fully 90 per cent while roots will be up to the average. It is rather early to correctly foretell the fruit crops, but they will probably be about normal.

Fishing.—There were fair takes of fish, but mackerel were not so plentiful as last month, other branches were about normal.

Lumbering.—Normal conditions prevailed.

Manufacturing, mining and railroad construction.—All of these branches were fully employed.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons had a busy month. Carpenters and joiners showed an improvement over last month, but plasterers were dull. Painters, paperhangers and decorators were not so active as during July. Stonecutters had an active month, there being practically no idle hands. Builders' labourers were very brisk, there being much demand for them. Other lines were about normal.

Metal, Engineering and Shipbuilding.—Iron moulders, iron workers and helpers and coremakers had an average month. Boilermakers, horseshoers and blacksmiths had a fair month.

Printing and Allied.—Printers and Pressmen experienced an active month. Bookbinders were very busy, with other lines about normal.

Clothing.—Tailors and garment workers were not as well employed as during July.

Miscellaneous.—Barbers, clerks, hotel and restaurant employees were busy while the laundries were exceptionally so, with other lines fair.

Unskilled labour.—This branch was exceedingly busy, with excellent prospects for the ensuing month.

AMHERST, N.S. AND DISTRICT

Mr. A.D. Ross, Correspondent, reports as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was particularly active during August. The demand for unskilled labour, carpenters, masons and brick layers was greater than the supply. Farm help was also reported scarce, although good wages were offered. The Maritime Coal, Power and Railway Co., advertised for 100 miners and labourers and have not yet secured the full quota asked for. The extension of sewer and water systems, combined with the construction of permanent streets, has given employment to a large number of unskilled labourers, and private parties desiring such help find it almost impossible to obtain it.

The Maritime Coal and Railway Co., has begun the construction of an electric power plant at the mouth of the mine at Chignecto. It is the intention of the company to supply the industries of Amherst with power. The power station is situated about ten miles from Amherst, and the power will be transmitted from that point to this town. It is expected that the power will be placed on the market before the beginning of the coming year. New industries starting in Amherst will in future be spared the cost of purchasing and installing expensive power plants.

The Royal Bank of Canada let the contract for their new building in Amherst on the 24th inst. Rhodes, Curry & Co. were the successful tenderers. It is understood that the cost of the building will be in the vicinity of $60,000.

The Hewson Woollen Co., is making large extensions to its factory. The capital of the Company has recently been increased from $175,000 to $1,000,000, and it is anticipated that the stock will readily be taken up. Rhodes, Curry Co. contemplate the addition of rolling mills to its large industry. The Robb Engineering Co. has been particularly busy during the past months. Shipments of engines and boilers to Western Canada are steadily growing. The past half year was the most prosperous in the company's history. It may be an interesting fact to note that last year the main industries had exports aggregating in value $3,000,000.

There has been no material change of wages, but the tendency is upwards.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crops in this vicinity are probably below the average this season, but as there is no particular failure in any one line, no serious results will follow. Farm produce commands high prices. Lamb is selling for 18c per pound, eggs 20c a dozen, butter from 22c to 25c per

pound. Other articles of farm produce are equally high, and the demand is greater than the supply.

Lumbering.—Shipments of lumber to the European and American markets were well up to the average of former years. Prices, both in the foreign and local market, continued high.

Manufacturing.—Conditions were very active. The Rhodes, Curry Co., the Amherst Foundry Co., the Maritime Heating Co., Christie Bros. and Co., Selleker and Co., reported more orders than they could promptly fill, and a number of them were working at night. Less than two years ago the Amherst Foundry Co., added enamelling to its stove and furnace factory, and this branch of its plant has been very busy, carloads of enamel ware are weekly being sent to Ontario and Western Canada.

Mining.—Springhill, with a population of 7,000, is the chief mining centre of this county. Work has been steady and wages higher than at any time in the history of the town. At one or two of the smaller mines scarcity of orders has led to an abatement of activity, but it is expected that the prospects will brighten with the approach of autumn. The Chignecto mines were adding daily to their pay roll.

CONDITION OF PARTICULAR TRADES.

Building.—The activity that prevailed in the erection of wooden, brick and stone structures gave abundant employment to all lines. There was a demand for stonecutters.

Metal.—Moulders, machinists, coremakers and iron workers in general had steady employment.

Woodworking and Furnishing.— Car builders, especially those employed on freight cars had a busy month. Woodworkers in general were in constant demand. The present summer has been the most prosperous in the history of the town.

Printing and Allied.—Printers have been busily employed. A few could find employment in this vicinity.

Clothing trades.—These trades were reported rather dull.

Leather trades.—These trades reported an active month.

Unskilled labour.—There was a great demand for unskilled labour in town and vicinity. Wages were from $1.25 to $1.50 per diem.

CHARLOTTETOWN, P.E.I., AND DISTRICT

Mr. F. J. Nash, Correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during August was practically unchanged from July, supply and demand on the whole being well balanced, but with the demand for skilled labour very strong. At the new railway station a sufficient number of stonecutters had to be secured on the mainland. The demand for carpenters also exceeded the supply. The month witnessed the completion of the approaches to the Hillsborough bridge and the painting of that structure and other railway bridges in the province. The walls of the new station and the extension of the Prince of Wales College progressed considerably, and these works kept the labour market active. The supply of unskilled labour exceeded the demand, and work on the city streets was delayed owing to the scarcity of stone. Bankers and wholesale and retail traders reported business conditions normal. The rate paid for unskilled labour, particularly on railway construction, was on the average $1.25 per day, the same as last year. Farm labourers receive from 65c to $1.00 per day or $12.00 to $18.00 per month with board. The average was 75c per day and board, practically no change from last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The end of the month saw haymaking completed and harvesting begun. The hay crop was slightly below the average, but was saved in excellent condition. The wheat crop has been considerably damaged by the worm, and the oat

crop is fair, but potatoes will be considerably below the average. Almost every section reported farm help scarce. About 700 men left on the harvesters' excursion to the North-west. The sixty-five British immigrants that were brought to the province this spring have given satisfaction though some had no previous knowledge of farm work.

Fishing.—With the lobster season over, operations were quiet although cod and mackeral in fair quantities were taken in some localities.

Lumbering.—Operations were practically completed.

Manufacturing.—The cheese factories had a good month, the price 12 3-8c being the highest by 3-8c ever paid in Prince Edward Island. In other lines the few factories in this almost purely agricultural province were carried on as usual.

Railroad Construction and Employment.—Good progress was made on the new railway station.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were busy. Carpenters and joiners, lathers and plasterers, and plumbers were active.

Metal, Engineering and Shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers, blacksmiths and sheet metal workers were active.

Woodworking and furnishing.— Woodworkers, upholsterers, carriage and wagon-makers, and car builders were active.

Printing and allied.—Printers and bookbinders were busy.

Clothing.—Journeymen tailors, and boot and shoe workers were active.

Food and Tobacco Preparation.—Bakers and confectioners and tobacco workers were active.

Leather.—Tanners, curriers and saddlers were active.

Miscellaneous.—Barbers, clerks, and hotel employees were active.

Transport.—Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen and freight handlers were active.

Unskilled labour.—There was a fair demand for unskilled labour.

MONCTON, N.-B. AND DISTRICT

Mr. J. C. Graves, Correspondent, reports as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during August was generally active, with supply and demand fairly well balanced. Building operations have been principally confined to the completion of structures started earlier in the season. The city has kept a force of men employed laying block pavements, and in water works extensions and sewer construction. The relations between employers and employees has been amicable, and without change in the hours of labour or rates of wages. Tourist travel has been unusually large and the railways have been heavily taxed. Wholesale and retail merchants have had a fairly good month. The Saturday half-holiday among clerks has not come into effect this season. The Cotton Mills were advertising for weavers and for girls to learn, guaranteeing good wage and steady work. The record foundry has had an active month, and the various shops a fair amount of work. The Biscuit Factory was rushed with orders, and the wire Fence Co., was especially active.

The Maritime Board of Trade met at Amherst, N.S., and discussed many questions of importance. Among the various resolutions passed was one advocating the central route for the Grand Trunk Pacific, and another to encourage ship building by the diversion of Canadian trade to Canadian vessels.

On the 13th of August the Minister of Railways, assisted by I.C.R. and civic officials, laid the corner stone of the new I.C.R. shops, the building of which it is estimated will give a great impetus to the growth of this city. A force of about 75 men is now employed, which will be largely added to as the new plant is installed. Carpenters are receiving $2.00 and unskilled labourers $1.50 per day. Tenders are also being asked for the erection

of a passenger car repair shop, a paint shop and a store house.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The dry weather was very favourable to the harvesting of the hay, which has turned out to be an average crop and of excellent quality. The extended drought has, however, proved injurious to the grain crops and potatoes, which on Inland farms will be light. Near the shore, the prospects for a fair crop are better. Pasturage has been much affected, and the output of milk to the factories has fallen off. Farm help has been very scarce and a considerable amount of this class could be absorbed in the surrounding district.

Fishing.—The lobster season closed on the 11th inst. and was a good one, the catches being the best for years.. The prices averaged from $13.00 to $14.00 per case for pound flats, and from $17.00 to $18.00 per case for quarter pounds. The estimated pack for the county of Westmoreland alone will be worth about $250.000, an excess of 50 per cent, over that of last year.

Lumbering.—Work has been quiet, being confined to the finishing of last winter's cut, and to export shipments, which have been heavy.

Railroad construction.—Work has been limited to general repairs. Tenders are being called for the erection of the steel superstructure of a bridge at Doaktown, and for the masonry and steel superstructure of one at Boristown, both on the I.C.R.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters, joiners, lathers, plasterers, painters and decorators have found steady employment and the supply is about equal to the demand. Plumbers were busy and builders' labourers well employed.

Metal Engineering and shipbuilding.—Conditions showed no change from last month, work being reported good.

Woodworking and furnishing.— These trades had an active month in most lines. Carriage and wagon makers were quiet. Car builders had a large quantity of repair work on hand.

Printing and allied.—Printers reported trade good with a demand for first class job printers. Pressmen were busy. Arrangements were being made to secure printers from Great Britain to meet the demand throughout the country.

Clothing.—Workmen were quiet.

Food and Tobacco Preparation.—Bakers were busy and butchers were active.

Leather.—These trades were quite dull.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees and laundry workers had a fairly good month.

Transport.—Railway train crews had a very busy month owing to the heavy tourist traffic, and large quantities of freight moving. Teamsters and expressmen were busy.

Unskilled labour.—The demand for this class of labour both in the city and the adjacent districts continued good, and will likely be so until late in the season with wages high.

DISTRICT NOTES.

Dorchester.—A large woodworking factory is being erected.

Hillsboro.—Another large plaster mill is being built for producing calumid and other forms of gypsum. The Company operating the Albertiti mines proposes reopening and working the mines on a much larger scale. Already $5,000 has been expended and there is now about 70 tons of coal ready for shipment at the pit's mouth. This coal is remarkable for its gas producing qualities and yields about 15,000 feet of gas per ton. Some 25 years ago this mine was extensively operated, about 225 men being employed and 20,000 tons annually mined, which sold at an average price of $22 per ton. It is expected that a large number of men will soon be employed.

CHATHAM, N.B., AND DISTRICT.

Mr. Theo. DesBrisay, Correspondent, reported as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

The supply of labour was scarcely equal to the demand during August. Several

rotary mills have been put in operation during the season giving additional employment, and causing a demand for labour. All trades were very active. Wholesale and retail trade was very good. There were no changes in the rates of wages or hours of labour, and no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The hay crop was very good, and the weather excellent.

Fishing.—All kinds of fish were plentiful this season, mackerel, especially being very abundant.

Lumbering.—All mills were active, and were sending parties into the woods.

Manufacturing.—Factories were active, with a shortage of labour.

Railroad construction and employment.—No new construction work was in view, but many men were engaged repairing the tracks and bridge building.

Other industries.—Labour was scarce, and the wages offered were high.

CONDITION OF PARTICULAR TRADES.

Building.—The allied trades were fairly busy.

Metal, Engineering and shipbuilding. These trades were active.

Woodworking and furnishing. —All found employment satisfactory.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors and garment workers, boot and shoe workers were active.

Food and Tobacco Preparation. —All employed in these trades were active. Cigar makers and tobacco workers, are not employed here.

Leather.—A new tanning company has been incorporated with a capital of $25,000; it will give employment to a number of workmen.

Miscellaneous.—Barbers, stenographers, clerks, delivery, hotel and restaurant employees, and laundry workers were active.

Transport.—All employees engaged in the transportation service were actively employed.

Unskilled.—This class was scarce, twenty cents to thirty cents being paid for coal heavers and longshoremen.

DISTRICT NOTES.

The Central Telephone Company has a large number of men employed erecting a line in this district.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, Correspondent, reported as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during August was decidedly more active than in July, all trades but building being steadily employed.

A co-operative grocery store, to be known as the West St. John Co-operative Supply Company, is to be established, modelled after similar concerns in England, where shareholders obtain their goods at a slight advance over wholesale prices. The company will be capitalized at $4,000, divided into eighty shares of $50 each.

The mill of F. E. Sayre and Company, Limited, will run night and day until the rush is over.

The school trustees of this city have decided to renovate an old building on Waterloo street to be used for manual training. It is estimated that the cost will be $3.800. Tourist travel continued heavy and railroads and steamboats were crowded. Bank clearings for the four weeks ending August 23 were $4,945,848, and for the corresponding period last year $4,339,324, being $606,524 greater in 1906 than in 1905, and $24,549 less than during the four weeks during July 26 of the current year. The Bank of New Brunswick is arranging to open a branch in Fredericton, in the near future. The Peoples' Bank of Fredericton has been absorbed by the Bank of Montreal. Wholesalers and retailers reported their business brisk, and as the exhibition opens on September 1 it is expected that an impetus will be given to trade. During the month, the New Brunswick and Central Telephone

Company amalgamated. It is understood that the company will be known as the New Brunswick Telephone Company, and will have a capital of $2,000,000.

On August 2, the edger and setter of No. 1 section of Cushing's mill made a demand for an increase in wages and on being refused quit work. In consequence the section had to shut down and fifty men were thrown out of employment for that day.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The fishermen at Campobello made large catches of pollock during the early part of the month, one weir in Friar's Bay taking 1,600 fish. Hake has been scarce around Grand Manan, but dog fish plentiful. Reports from several fishing points along the shore state that shad fishing has been a failure. Sardines were scarce and the factories were unable to operate in consequence. The prices offered per case were Standards, ¼ oils, $2.50 ; ¾ mustards, $2.-15; ¼ mustards, $2.60; ¼ tomatoes, $3.25; ½ oils, $4.25, and fancy oils from $3 to $5 per case, according to the brand. Half oils were in demand at $4.25. The lobster catch along the North shore was the largest known for twenty-five years, some of the fishermen realizing $100 a day. In many cases sufficient help could not be obtained to care for the fish, and in consequence considerable fish were used for fertilizer. The season just past has been one of the best for salmon fishing that the Bay of Fundy fishermen have known for years. The total catch was about 15,000 salmon, against 13,000 last year, and the average prices were slightly in advance of those of last year.

Lumbering.—On August 2, the Fredericton Boom Company had rafted 70,000,-000 feet of logs, about as much as was handled in 1905, and it was estimated that there was in the boom limits about 40,000,-000 feet of logs, which would be rafted. It was stated that the New Brunswick Land and Railway Company had increased the amount of its stumpage 25 cents per thousand, and that the increase takes effect for the coming season. It is estimated that about 50,000,000 feet per year is cut on the company's lands. The prolonged dry weather has resulted in forest fires in various sections of the province, doing much damage to wood and timber lands. Around the Miramichi matters looked serious, fires raging all along the Intercolonial Railway, from Bathurst to Rogersville, and from the latter place to Barnaby River. Men were fighting the fire between Nappan and Black River. Fires were also raging in different parts of York and Sunbury counties, and around Westfield and Sussex. Later reports stated that the damage done was not so great as at first seemed likely. Many of the fires were in districts previously burned over, and the destruction of good standing timber will not be very great.

Mining.—In Charlotte county coal prospectors have been at work for some time and one promising spot has been already negotiated for. Work at the L'Tete Copper Mine was going on night and day, and the ore turned out is of very good quality.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were dull, but carpenters and joiners, painters and decorators were active. Gas and steam fitters, and builders' labourers were dull, with stone cutters active.

Metal, engineering and shipbuilding. All employed in these trades found employment active.

Woodworking and furnishing.— Woodworkers were active, and shingle weavers very active.

Printing.—Printers and pressmen were active, with bookbinders busy.

Clothing.—Journeymen tailors were active.

Food and tobacco preparation.—Bakers and confectioners were very busy and cigar makers active.

Miscellaneous.—Broom and brush makers were busy.

Transport--Railway employees were very busy. Steamboatmen and steamboat firemen were also busy. Ship labourers and street railway employees were very busy, and teamsters and expressmen active.

Unskilled.--Active conditions prevailed.

DISTRICT NOTES.

Fredericton. — The Canadian General Electric Company will be awarded the contract for a 30 kilowatt generator at a price of $1,300, and Goldie and McCullough will install a 100 horse-power engine at a cost of $1,500. The Scott Lumber Company has acquired two large tracts of timber lands. The Company now owns about 50,000 acres and has a 21-year lease on 25,000 acres more. In a short time it will apply for permission to increase its capital stock from $98,000 to $250,000. One block of land which the company has acquired, known as the Shogomoc property, consists of 11,000 acres, of which 2,000 acres is entirely of hardwood growth, the balance is spruce, valued at $15,000 and $20,000. The Company is considering the erection of a hardwood flooring plant to manufacture for the American market. Another property secured was the David Morrow estate, consisting of 7,100 acres, valued at about $7,000. From this property the company expects to take about 100,000,000 laths, and will start cutting there in 1907. On August 20, a crew of 20 men was sent to the Aroostook country, to make ready for big crews which will go up within the next few months. On August 15, a crew of men was sent to Connors, whence they will go to Glazier Lake. From $26 to $30 per month and board was being paid.

Coles Island.—It is the intention to replace the mill recently burned with one of the most modern and up-to-date mills.

Cross Creek.—The new sawmill, which was erected for the purpose of replacing the one destroyed by fire at Williamsburg, is 66x124 feet.

Dorchester.—The new woodworking company turned the first sod of its new building on August 21. The proposed structure will be of brick.

Gibson.—The ratepayers have decided to have a 10 inch well near the present well and reservoir, and to install an eight horse-power engine for use when the windmill does not provide sufficient power. About $18,000 has been spent on the Gibson water works already, and the work now mapped out will cost about $2,000 more.

Grand Manan.—The New Brunswick Telephone Company was planning to extend its service to the Island of Grand Manan.

Hampton.—The Board of Education has given the school trustees power to borrow $15,000 to build a consolidated school.

Harcourt.—The proprietors of the brick kiln have spent large amount in the erection of cook houses, with sleeping apartments, blacksmith shop, stables, etc. The outlook was encouraging, raw materials being abundant, with other supplies and labour cheap and plentiful.

McDonald's Corner.—The sawmill which was burned last fall, has been rebuilt and is sawing lumber.

Sackville.—The difficulty between the moulders and management of the Enterprise Foundry Company is still unsettled. The men ask for a continuation of the advanced wages paid last year, and claim to have received no satisfactory answer to their request.

St. George.—Fire totally destroyed the St. George Pulp and Paper Company's sawmill on August 2, and with the mill was burned a large quantity of lumber, estimated to be about 1,000,000 feet, part of it being planed fine. The loss is said to amount to about $50,000.

St. Stephen.—Tenders for the erection of a pumping station for the new water supply were opened August 9, and that of Messrs. Nesbitt and Hanson accepted. The contract price was $9,785.

QUEBEC, QUE., AND DISTRICT

Messrs. Edward Little and P. J. Jobin, Correspondents, reported as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market during August were on the whole very favourable. Boot and shoe factories, which constitute one of the most important of the local industries, were quiet, but in the building trades and among unskilled labourers the month was very busy, the supply of workmen being unequal to the demand.

An additional section to the foundation cribwork of the breakwater extension was sunk in position on August 7. Messrs. G. T. David and Sons recently added largely to the equipment of their wrecking plant by the importation of the machinery from Glasgow, Scotland. The tourist traffic, which was at its height during August, added considerably to the employment of hotel and restaurant employees, cabmen, laundry workers, etc. It was stated that the traffic was heavier than any previous year, all hotels being crowded. Retail trade and the produce market benefited greatly by these conditions. A strike of 150 millmen at St. Romuald took place on August 20, the men demanding an increase in wages of from $1.25 to $1.50 per day. Some 17 ship carpenters refused to work with 3 non-union men on August 21 and went on strike obtaining employment elsewhere on the following day. Some 2,872 tons of 80 pounds steel rails arrived from Sydney, N. S., for the branch line of the Great Northern Railway from Garneau Junction to Quebec.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Hay was reported as below the average. The harvesting of the grain crop was in full progress and favourable reports as to the yield were received. The outlook for the root crop was favourable.

Lumbering.—The long continued dry weather caused embarrassment to a number of the saw mills.

Railway construction.—Employment was very active and labourers were in demand in connection with the construction of the National Transcontinental and other lines. Work on the Quebec bridge was very active.

CONDITION OF PARTICULAR TRADES.

Building trades.—Conditions were very busy.

Metal, engineering and shipbuilding trades.—Electrical workers and linemen were busy and other branches were active.

Printing and allied.—Some improvement in conditions was reported but there were a few printers idle. Bookbinders were busy.

Clothing.—Boot and shoe workers were quiet. Other branches were busy.

Food and tobacco preparation. — Butchers and cigarmakers were busy. Ice drivers were very busy.

Miscellaneous.—Barbers, delivery employees, hotel and restaurant employees and laundry workers were very busy.

Transport.—Railway employees, steamboatmen, street railway employees, cab drivers, hackmen, expressmen, etc., had a very busy month owing to the exceptionally heavy tourist traffic; a number of conventions meeting during the month increased the activity of these classes.

Unskilled labour.—This class was very busy.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, Correspondent, reported as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during August all branches working to full capacity. In some establishments the output has been retarded owing to the scarcity of help. In past years the farmers have generally been the greatest sufferers in this respect, but this year the dearth of unskilled labour in the city also has been felt to a considerable extent. Skilled labour has been in demand and new comers have no difficulty in securing employment. The Government immigration agent, appointed last May, has succeeded in locating many new comers from Scotland and England with farmers in this section. The supply did not nearly meet the demand and farmers have had to be satisfied with men who are not always suited to mixed farming.

The new Court House in Sherbrooke was occupied during the month and the formal opening will take place on Sept. 11. The city has a large gang of men at work grading the ground in front for the purpose of making it into a public square. The exterior of the new church in East Sherbrooke, is nearing completion and contracts amounting to about $30,000 have been let for the interior work, which it is

intended to complete this year. Tenders are being called for the proposed new hospital, to be erected under the auspices of the catholic diocese of Sherbrooke. The amount to be expended in the first place will be about $130,000. The new foundry and pattern shop, etc., for the Canadian Rand Drill Company, which will cost about $25,000, will make a large extension of this important concern. The company will then be able to utilize more space in its main buildings for machinists.

Contracts for railway construction on the Quebec Central and for certain large improvements by the Canadian Pacific Railway Company near Magog have been awarded to Sherbrooke contractors, who have picked up a large number of men in Sherbrooke, but have not yet a sufficient number to carry on the work satisfactorily.

Wholesale and retail trade has been very good, but the retail trade suffered the usual quietness about the beginning of the month. Preparations were being made for an extensive trade during the exhibition, the first week in September. There was no labour unrest.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The hay crop was secured in good condition, and was fully up to the average of past years. The grain crops have headed out well, but there was delay in harvesting owing to lack of help. Men could not be secured in sufficient numbers, although the rate ran from $1.50 to $1.75 per day, including board. During a part of the month there was a scarcity of water in some sections, but towards the last of the month rain fell in sufficient quantities to relieve the situation.

Mining.—The mining industry in the asbestos district of Central Quebec was very busy and the output will be considerably in advance of last year.

Manufacturing.—All branches of manufacturing were busy. In the Paton woollen mills work was kept back owing to lack of help.

Railroad construction and employment.—Railroad construction work gave employment to a large number of men, as well as the usual work on the permanent way, which takes place at this season of the year.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters and joiners, plasterers and builders' labourers were busy. Plumbers, stone cutters, and painters were also busy.

Metal, engineering and shipbuilding—Iron moulders, machinists, electrical workers, linemen and horseshoers were busy.

Woodworking and furnishing.— Woodworkers, upholsterers, pattern makers, varnishers, and carriage and wagon makers were busy.

Printing.—Printers, pressmen and bookbinders were very busy.

Clothing. — Journeymen tailors were very busy, and garment workers, glove makers, boot and shoe workers busy.

Food and tobacco preparation.— Bakers and confectioners, butchers, ice handlers, and cigar makers were busy.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and laundry employees were busy.

Transport.—All branches of railroad employment were busy, as were also street railway employees, express men, and cab drivers..

Unskilled.—This class was very busy.

DISTRICT NOTES.

Magog.—Difficulty was experienced in obtaining labourers owing to the construction work in connection with the new roadbed. Men employed to work for the corporation on the water works obtained higher wages at the other job. The yard men employed at the mill have done likewise.

Stanstead.—Work on the new convent has been nearly suspended owing to shortage of water.

Sutton.—The foreman on stone and cement work for the Canadian Pacific Railway is in town with a force of men to construct a new concrete culvert or water

passage, about one and a quarter miles north of this station.

THREE RIVERS, QUE., AND DISTRICT.

Mr. John Ryan, Sr., Correspondent, reported as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during August was very satisfactory. Manufacturing was everywhere active, railway men busy and general traffic heavy. The St. Maurice Valley Agricultural Exhibition attracted a large number; on the 23rd instant there were six thousand visitors. Hay harvesting is over; the crop was very fair. Reports from the surrounding district show crops to be promising. Wages and working day hours remain as they were. The demand for farm labourers has exceeded the supply. Fall buying among the merchants continued active, the promise of a bountiful harvest causing a brisk fall trade to be expected. Relations between employers and employees continued amicable.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers have been very busy haying. Prospects were good for other crops, recent rains doing a great deal of good.

Fishing.—This industry was fairly active and prices good.

Lumbering.—The lumbering industry was very active up to beginning of August, but owing to the lowness of the St. Maurice River some mills had to suspend operations. The river has not been so low in many years. Unless high water prevails many thousands of logs will be left behind until next season, which will be a serious loss to lumbermen.

Mining.—There was very little work in progress.

Manufacturing.—Conditions were active.

Railroad construction and employment. —The St. Maurice Valley Railway Company is pushing its work with great activity, constructing the necessary bridges, etc.

CONDITION OF PARTICULAR TRADES.

Building.—All were either busily or fairly well employed, with the exception of plumbers, who were rather dull.

Metal, engineering and shipbuilding.—All were busy, excepting electrical workers and stove mounters, who were quiet.

Woodworking.—All were actively employed, except upholsterers, who found employment rather slack.

Printing.—Printers and pressmen were busy, and bookbinders fairly busy.

Clothing.—Journeymen tailors, garment workers, glove makers, boot and shoe workers were very busy.

Food and tobacco preparation.—Bakers and confectioners were busy, with butchers and meat cutters very busy, and cigarmakers and tobacco workers fairly busy.

Leather.—Tanners and curriers, leather workers and saddlers were fairly busy.

Miscellaneous.—Barbers were very busy all month; stenographers, clerks, delivery employees, and furriers were fairly busy. Hotel and restaurant employees were very busy, and laundry workers exceptionally busy.

Transport.—All were well employed.

Unskilled.—This class was well employed.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

In general the labour market was active during August, the demand equalling the supply. In the building trades activity prevailed. Sash and door factories were very active. Exceptionally active conditions also prevailed in the metal trades, the increased business requiring the hiring of additional help. The leather business is expanding rapidly: the Duclos Payen Company has almost completed one of its new buildings and the ground was being

prepared for the erection of another. When these two buildings are completed the output of all kinds of leather will be nearly doubled and the number of employees increased in proportion. The Casavant Company's Organ factory was very active. Boot and shoe establishments had a satisfactory month, activity reigned everywhere and work will continue plentiful. The opening of a steel bath factory was spoken of. The Penman Manufacturing Company was active in all branches during August: it was said that a new company was to take over this company's plant on the 1st of November, and to enlarge the establishment considrably. Retail trade was fairly active. Hay is scarcer, but is of better quality and sells well, No. 1 quality being quoted at $10.50. Owing to the dry weather having affected pastures the quantity of milk was less abundant and cheese making will be diminished. Butter and cheese were held at firm prices. Cheese at Belleville was sold at 12 1-2 cents per pound, and at 11 5-8, 11 3-4 and 11 15-16 cents here. The crops of grain, potatoes, etc., will be below the average of other years, but the good prices obtained for cheese, hay, etc., will compensate agriculturists. During the last week of the month 722 boxes of butter were sold in St. Hyacinthe at 22 1-4 cents per pound. The Agricultural Exhibition of the county of St. Hyacinthe will be held on September 13-14. Banks were very active; a large amount of business was transacted and collections were easy. Civic improvements gave employment to a large number of labourers. The collection of taxes at the city hall was satisfactory. The receipts in the municipal department were $3,137.87 and the expenses $2,512.04, a surplus of $625.83. In the waterworks department the receipts were $2,979.85 and the expenses $2,791.36, a surplus of $208.49. There were no changes in rates of wages or hours of labour. Amicable relations existed between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather was excellent. Dairying continued active, products of farm and garden selling well. Fruit was fairly abundant, especially apples which brought good prices. The crop reports from the district were fairly satisfactory. Oats and wheat will be extra good. Vegetables were excellent, and the tobacco crop promises well. Farm hands were in demand, and the wages paid were higher than last year; the prices paid last year being $1.50 per day with board, and this year the price is from $1.75 to $2.00 per day with board.

Manufacturing. — Manufacturers were very active during August; several enlarging their establishments. Everything points to a great abundance of work. Factories were worked to their full capacity with full staffs and new hands being taken on.

CONDITION OF PARTICULAR TRADES.

Building.—Masons, bricklayers, carpenters, joiners, lathers, plasterers and builders' labourers were fairly active. Stonecutters had a very quiet month. Plumbers, gas and steamfitters were busy, but painters were not so busy as in July.

Metal, engineering and shipbuilding.—Iron moulders, iron workers, coremakers, machinists, sheet metal workers; horseshoers and jewellers were busy. Electrical workers, linemen, blacksmiths and boilermakers were fairly busy.

Woodworking and furnishing.—The different branches of these trades were active.

Printing and allied.—Printers, pressmen and bookbinders were very busy; over-time had to be worked.

Clothing.—These trades had a very active month.

Food and tobacco preparation.—Bakers, confectioners, butchers, ice deliverers, cigarmakers and tobacco workers were busy.

Leather.—Tanners, curriers, saddle makers and leather workers generally were very busy and the coming month promised to be still more active.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant employees and laundry workers had a very active month.

Transport.—Railway employees of all

classes, teamsters, expressmen, cabmen and carters were very busy.

Unskilled labour.—This class was in much demand.

MONTREAL, QUE., AND DISTRICT.

Mr. Gustave Audet, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Building operations were very active during August. The value of permits granted was as follows:

For the week ending August 2, $94,950; week ending August 9, $139,093; week ending August 16, $123,570; week ending August 23, $160,670; total, $518,283.

Heavy as the above operations are they are regarded only as the outcome of the natural increase of the city.

In the business sections of the city building lots can no longer be found, being all taken up. Many of the large companies are erecting costly structures, such as the Royal Bank and the Windsor Hotel. All the building trades were exceptionally busy. Carpenters, joiners, bricklayers, masons, stonecutters, painters, plasterers, electricians, etc., were fully employed.

During the first eight months of the present year the amount of building was greater than for the whole of last year. The following statement shows the amount by months during 1906:

January	$65,695 00
February	158,841 00
March	262,215 00
April	873,440 00
May,	855,580 00
June,	2,343,597 00
July	950,135 00
August (half the month)	273,800 00
Repairs	728,162 00
Total	$6,510,485 00

The total value for the whole of 1905 was $5,590,698.00.

The Locomotive and Machine Company, Limited, of Montreal, has decided to spend over $1,000,000 in improvements on its workshops at Longue Pointe. The plans of these improvements have been completed and the work will last at least three years. The capacity of the shops will be doubled. The staff is at present 1,500 men, and when the improvements are finished 3,000 men will be employed. The company has sufficient orders to hand to keep its hands working day and night until the end of the year.

CONDITION OF PARTICULAR TRADES.

Metal, engineering and shipbuilding.—Electrical workers and blacksmiths were active. Metal polishers, brass workers, shipbuilders, tool sharpeners, horseshoers, jewellers and watch case makers were busy.

Woodworking.—These trades reported active conditions.

Printing and allied.—Printers, pressmen, electrotypers, steel and copper plate printers, and bookbinders were active.

Clothing.—Busy conditions existed.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were active; ice drivers, cigarmakers and tobacco workers were busy.

Miscellaneous.—Barbers, delivery employees, hotel, restaurant and theatre employees, and laundry workers were active; furriers were busy.

Transport.—Steamboat men and firemen, shiplabourers, longshoremen, street railway employees, cab drivers, hackmen, carters, draymen, teamsters and expressmen were very active.

Unskilled labour was busy.

HULL, QUE., AND DISTRICT.

Mr. R. Laferriere, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The prolonged drought during August has somewhat checked the unprecedented activity which has prevailed in the labour market since spring. Lack of water in the streams caused a couple of shops to close down, and it is expected that more will follow. The E. B. Eddy Manufacturing Co. were forced to close down No. 2

paper mill and their sawmill for part of the time, one ceasing operations at night and the other in the day time. At the Booth mill part of the night staff was laid off. Shipping by water has not suffered to any extent, but navigation by line boats will likely come to a stop if the drought continues. The companies will sustain heavy loss owing to the exceptionally busy time at hand. Those thrown out of employment may consent to hire for the lumber camps, where there is a great scarcity of men, but this is not probable. There will be about three hundred men affected by the recent closing down of Eddy's shops or part of them, and a further squad of about 300 labourers, by the cutting out of night work at J. R. Booth's mills in Ottawa. When rain sets in work will resume its former activity.

The scarcity of men for winter work in the bush continued. Agents in the Saguenay, where at all times a good supply of men have been found for the lumbering camps of the Ottawa, have secured a few hundred hands, but this does not by any means meet the demand. Shantymen are offered about $4.00 more per month this year than last, wages ranging between $26.00 and $32.00, while they were only from $22.00 to $28.00 last year. Inexperienced hands will, of course, be paid less. Hull alone furnishes very few men now for these operations, the Hull workingmen looking chiefly to the factories for employment. In all about 600 men from this city and district go to work in the shanties. The thousands of others who seek that kind of employment are mostly from the lower parts of the province of Quebec, and book at the Ottawa agencies.

Proceedings have been taken by the City Council to expel from the city limits the two powder magazines and factory, which many of the ratepayers and manufacturers have complained about. Some seventy-five hands are employed in the two places.

One grocer has voluntarily inaugurated a system of early closing for six employees. Instead of granting them two nights off (Tuesdays and Fridays) at 7 o'clock, he allows them 3 nights off (Mondays, Tuesdays and Fridays) closing at 6 p.m., giving them thereby an advantage of six hours over the other grocery clerks. No further move has been made in this city in regard to the early closing of stores. The general rule among all merchants is to close twice a week at seven o'clock.

The building trades were very busy. There are a quantity of lodgings in construction throughout the city and men are scarce. Ottawa hires for the most part all local stone and brick masons, so that there is a scarcity of these men in this city. Carpenters and joiners found steady employment around the burnt district, which is all building anew. Fire having destroyed about 30 workingmen's houses on the 10th instant, about 15 families were left upon the public charities to provide for. A relief fund was organized in the city and has reached about $1,500.

A mortgage on 14 mining lots, the property of the Canadian Mica Company, was foreclosed some time ago, and the sale of the properties by auction was held by the sheriff. The claimant purchased most of the property and paid about $9.000. These lots are situated around Hull and some of them have been worked before.

Factories were busy filling orders and were working full time. The Walters Axe Works have been enlarged, and new machinery for the turning out of fine steel grade goods have been put in place. This will require the employment of an increased staff.

Extensive corporation work was being carried on by day labour and by contract. About 100 men were engaged extending the waterworks and building a couple of small bridges over Brewery Creek. Day labourers were paid $1.45 per 9 hour day.

The new cement industry of Hull paid on the last day of August a half-yearly dividend of 3 1-2 per cent on its investment. This business paid a similar dividend for the first five months of its operations last November.

A local telephone company, to operate between Wakefield and Wolf Lake, a distance of about 40 miles, has been formed and capitalized at $12,000.

A lithia water bottling firm, capitalized at $9,000, started operations on the last day of August.

The Hull Brewing Company will reorganize with a new board. The brewery will be enlarged.

OTTAWA, ONT., AND DISTRICT.

Mr. T. W. Quayle, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

August is generally regarded as a quiet business month, but the past month was more active than usual. The weather had a marked effect on transportation, all resorts being crowded. Industrially the month was fairly active. The building trades were very busy; so favourable has been the season that hardly a day's lost time has been recorded. There was sufficient work in view to keep all branches of the trade actively engaged until the weather becomes cold. The factories and foundries were all busy.

The weather was very dry, but on the average the crops will be up to the previous years. The heat scorched pastures, which resulted in a largely decreased supply of milk. Dairy products advanced considerably in price. Butter at the end of the month sold as high as 28 cents per pound, and cheese on the boards sold wholesale at 12 to 13 cents per pound. In addition to a diminished supply of milk an active export demand tended to stiffen prices. In the city, the majority of dairymen advanced the retail price of milk from five to six cents per quart. There was some fear that the lack of rain would have a serious effect on the potato crop, but the season was hardly advanced enough to make a reliable estimate.

The Ontario Hydro Electric Commission visited the city in an effort to secure power for the civic lighting plant, the city not having the right to lease power according to a ruling of the courts. The city has asked the Ontario Railway and Municipal Board to approve of a by-law of $50,000 for extending the civic lighting plant.

Over six hundred from the district entrained here on a harvesters' excursion to the Northwest.

The livery keepers of the city are discussing the advisability of forming an association for the purpose of maintaining uniform prices.

The township of Osgoode has purchased a complete road making equipment and a year's operations is expected to result in greatly improved roads.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm help was in urgent demand; wages ranged pretty much the same as last year, competent men receiving $20.00 to $25.00 per month and board.

Lumbering.—Lumbering operations were active, and the season's cut promises to be up to last year's. It is said a larger number of logs are floating down the streams this year than previously.

Railroad construction.—Work on the Hawkesbury and Ottawa branch of the Canadian Northern was in full progress, and will likely be completed within a year if sufficient labour can be secured. The company has not yet filed satisfactory plans for an entrance to Ottawa.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were very busy.

Metal, engineering and shipbuilding.—These trades were all busy.

Woodworking and furnishing. — The woodworking trades were active, the local trade making a brisk demand on sash and door factories. The car works were busy on outside orders.

Printing and allied. — The printing trades were busy. Some difficulty was reported in the local Typographical Union in connection with the payment of the 10 per cent tax imposed by the International executive to carry on the campaign for the eight-hour day.

Clothing.—These trades were quiet.

Transportation.—Employees in all lines were very busy, the amount of travel being considerably in excess of recent years.

Unskilled labour.—This class was scarce and great difficulty was experienced in getting a sufficient number of men on some of the large contracts.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET

Little change occurred in the general condition of the labour market during August compared with the previous month, or the corresponding period last year. In the earlier part of the month a slight diminution occurred in the opportunities for employment in the painting trades, but the season to date was on the whole the best in many years, all branches of labour, including unskilled, being employed. So far this has been an unusually busy season in marine circles. Steps are already being taken looking to the construction of three new vessels for next season. No steel frame vessels have as yet been built here. It is expected that the work of renovating and improving the Tête du Pont barracks will shortly commence, and continue all winter. Arrangements are being made for the accommodation of one or both of the local batteries elsewhere during the progress of repairs and alterations.

There were no strikes or lockouts, and no change in the rates of wages or hours of labour.

The first of a series of Sunday afternoon workingmen's meetings will be held on the first Sunday in September.

The "Daily Consular and Trade Review" of August 8, published at Washington, D. C., contains the following notes from the annual report of the Kingston consul. "The exports of Kingston increased from $243,770 during the fiscal year 1904-05 to 303,472 for the year 1905-06. The principal articles in the latter year were $102,-021 worth of hides and skins; $44,084 of flour; $39,793 of mica, and $34,561 of feldspar. The mica shipments were more than double those of the year previous, owing to an increased demand from England and France. No flour was exported in 1904-05, though a large mill was newly established there. The imports for 1905-06 at Kingston were valued at $177,357, an increase of $3,236. The shipping industry of the city still leads. Three grain elevators, with a capacity of 1,500,000 bushels, have been overtaxed during the past season. Two navigation concerns employ some fifty steamers, tugs, and barges in carrying grain, lumber and minerals. From $130,000 to $150,000 is spent annually in marine repairs, and there is an increased demand for engines, marine machinery and fittings. The locomotive works at Kingston is also increasing its plant."

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy housing their crops. Hundreds of farm hands left for western and other points creating a serious shortage of help here. Every season more or less female help has been used in the harvest fields, but the scarcity of men and high rate of wages has greatly increased the percentage this season.

Fishing.—This industry was dull.

Lumbering.—Conditions were quiet.

Manufacturing.—Activity continued in most lines. Near the end of the month the Dominion Cotton Mill Company's branch here was partly closed down to allow of the annual stocktaking and repairs. Only a few hands were affected, and overtime was resorted to to make up for the loss.

Mining.—Mining continued very active throughout the month.

Railroad construction and employment.—Railroad employment was active.

CONDITION OF PARTICULAR TRADES.

Printing.—Printers were busy.

Clothing.—The various branches were active.

Food and tobacco preparation.—Bakers, butchers, ice handlers, cigar makers, etc., were active.

Miscellaneous.—Furriers, hotel, restaurant and laundry workers were active.

Transport.—All branches were very active.

Unskilled.—This class was in demand.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of August was very active. It would be difficult to particularize which branch of trade was the busiest. There were no men idle in the city or district, labour of all classes being in demand at high wages. It has been the most active summer in years, and this month exceeded all previous records for August. Never before in any one year were building operations so extensive, or so many alterations and improvements to property made as during the present summer. Among some of the many new buildings erected, and others to which additions have been made may be mentioned the following:—A new tower to St. Michael's church, employing principally stonecutters, carpenters, stone masons, labourers and teamsters; a new brick Baptist church; a county house of refuge; a new addition to the Toronto and Ottawa Rolling Mills; the Belleville Cement Works; a skating rink; a new curling rink; Graham's evaporator, and the new vinegar works. The Corby Distillery Company has also erecting extensive new buildings, and installing new machinery. Work on the Government revetment wall, being built along the east bank of the Moira river, was rsumed, employing a large number of workmen and teams. The stone used in the construction of this wall is cut at and brought in from Cookstown, where a large number of stonecutters are employed in the quarries. The dredge "Sir Richard," with a large number of men, has been engaged all month in dredging the harbour. The cement mills were very active, running day and night; workmen were in demand, mostly unskilled. All factories were running full time; some found it necessary to work overtime to fill orders. The canning factories had a busy month, although the berry crop was not as good as in the past few years. Tomatoes also were somewhat backward.

Many workmen, both skilled and unskilled, were employed laying granolithic walks. At the rolling mills preparatory work was progressing very favourably.

There is a scarcity of houses in the city, principally those occupied by workingmen. One cause is the increased demand due to the large number of men brought into the city to work at the rolling mills.

Merchants reported business rather dull, this being the farmers' busy season. There were no changes in rates of wages or hours of labour, and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather has been favourable, especially for hay and grain. Root crops look well, but unless rain comes they will be injured.

Lumbering.—This industry in the northern part of the county was active, and the numerous sawmills all reported a busy month.

Manufacturing.—All branches were very active, and employing full staffs.

Mining.—In North Hastings, mining was prosperous with many men employed.

Railroad construction and employment.—Construction work was quiet in the city, but on the Central Ontario Railway a lot of work was being done, the track being straightened and the road being extended from Bancroft to Maynooth, a distance of 16 miles. Next year the line will be further extended.

CONDITION OF PARTICULAR TRADES.

Building.—Every branch was actively engaged at good wages.

Metal, engineering and shipbuilding.—Work was active among iron moulders, iron workers, machinists, steam engineers, electrical workers, linemen, blacksmiths, boilermakers, horseshoers, and bicycle workers. The Marsh & Henthorne Foundry Company has the contract for rolling a large amount of copper-plate for the Corby Distillery Company, and was very busy.

Printing.—Printers, pressmen and bookbinders reported active conditions, and all members of the craft working. A number of township voters' lists were being printed.

Clothing.—Journeymen tailors, boot and shoe workers had an active month, especially the former.

Food and tobacco preparation.—These trades were very active. The cigar factory put on several additional hands.

Leather.—Harnessmakers had a busy month.

Miscellaneous.—Barbers, delivery employees, hotel and restaurant employees, and laundry workers reported a good month.

Transport. — Railroad and steamboat transportation has been very busy. The steamboats reported the best month in years, both in freight and passenger traffic, and all classes of labour were active. Railroad employees in all branches reported an active month, especially on the Midland and Central Ontario railways. Cab drivers, teamsters and carters had an active month.

Unskilled.—This class was active, the demand exceeding the supply.

PETERBORO, ONT., AND DISTRICT.

Mr. W. J. Johnston, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

August saw no abatement in local industrial activity. In the building trades the demand for labour was greater than the supply. Many large buildings were still under way. The Canadian General Electric Works Company has commenced the erection of another large addition to its plant. Trade was very active, and transportation, both by rail and water, was very heavy. Banks reported business excellent, and wholesale and retail trade was very good. The rates of wages and hours of labour remained unchanged, and the labour market was free from unrest.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busily harvesting, and many have had one or two days threshing to make room in their barns.

Lumbering.—Conditions were very active.

Manufacturing.— Industrial establishments were taxed to their utmost capacity. The Shovel Manufacturing Company was making preparation for a large western trade and erecting a large addition to its plant.

Mining.—This industry was quiet.

Railroad construction and employment. —Employment was active on ordinary section work, and in some part of the district ballasting and repairing the roadbed. The Street Railway Company reported business active.

Other industries.—The Peterboro' Light and Power Company's gas-holder, with a capacity of 150,000 cubic feet, will soon be in operation, and will be a great benefit to the gas consumers of the city. The erection of the house of refuge is making good progress and will soon be roofed in.

A large steel rolling mill concern has about completed negotiations for the starting of a large plant here. Negotiations are also being carried on for the securing of other industries.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were so busy that they could not keep up with their work. Carpenters, joiners, lathers, plasterers, painters and plumbers were very active, also builders' labourers. Gas-fitters, steam fitters, and stone cutters were busy.

Metal, engineering and shipbuilding. — Iron moulders, iron workers and helpers, coremakers, machinists, engineers, and steam engineers were active, and electrical workers, linemen, brass workers of all kinds, blacksmiths and boiler makers very active. Ship builders were fairly active, with sheet metal workers, bicycle workers, tool sharpeners, horseshoers and jewellers very active.

Woodworking and furnishing.—Woodworkers, upholsterers and varnishers were artive and carvers dull. Carriage workers, carbuilders on repairs, pattern makers and coopers were active.

Printing.—Printers had a very good month.

Clothing.—Journeymen tailors (male) were active on some lines. Garment work-

ers, hat makers and glove makers were quiet, and boot and shoe workers very busy.

Food and tobacco preparation.—All were active except in a few instances.

Leather.—Collar makers and leather workers were active.

Miscellaneous.—Barbers, broom-makers, clerks and stonegraphers were busy, and delivery employees very busy. Hotel and restaurant employees and laundry workers were active, and furriers quiet.

Transport.—Railroad work of all kinds was very busy, and the steamboat traffic very heavy. Street railway employees, cab and hack drivers, carters, teamsters and expressmen were very busy.

Unskilled.—This class was very busy.

DISTRICT NOTES.

Prices for cheese reached the exceptionally high price of 12⅞c per pound; about 1,000 boxes were sold at this price, and over 3,000 boxes at slightly lower figures. Lindsay Cheese Board sold 1,660 boxes at 11¾ per pound. Cheese and butter making are two important industries in this district. Plums were reported a poor crop, other fruits average. Labour was well employed.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The most noteworthy feature of the labour market during August was the great demand for agricultural labour, which has been intensified this season by the departure of large numbers from the rural districts for the west. Owing to the market afforded for unskilled labour in railway construction, which attracts a proportion of the immigrants, the requirements of the farmers for extra help have not been met from this source to the same extent as during previous years, although the influx has been considerably larger.

Activity prevailed in all lines of urban industry and the opening of the Toronto Industrial Exhibition, which took place on the 27th instant, gave a stimulus to trade and afforded temporary employment to large numbers. The prospects for a busy fall season were exceedingly bright.

The earnings of the Toronto Railway Company continued to increase. The receipts for July last amounted to $265,891, as compared with $239,470 in July 1905, an increase of $26,421.

Building permits issued during July amounted in value to $1,193,435, as compared with $1,157,298 in July, 1905. The total approximate value of buildings for which permits were issued during January-July was $7,388,905, as against $5,651,624 during the corresponding period last year.

The Property Commission stated that fair progress is being made towards reducing the smoke nuisance. Recently four smoke consuming devices have been installed on large factories, which have proved to be successful. A series of tests made, covering a period of 18 hours and 30 minutes, showed that objectionable conditions due to smoke only occurred during 11 minutes, or less than one per cent of the time.

CONDITION OF LOCAL INDUSTRIES.

There is a disposition on the part of many employers to discriminate against British workmen, for the reason that they work more slowly than Canadian artisans and do not readily adapt themselves to Canadian methods.

Agriculture.—Farmers were very busily engaged in harvesting, and the shortage of help was severely felt. Pasturage during the latter part of the month was poor, owing to the protracted drought, causing a considerable falling off in the flow of milk. Conditions were generally favourable, but the apple crop in many places was decidedly poor.

Manufacturing. — Manufacturers were nearly all busy, the iron trades being especially active. The Canada Foundry Company obtained a large contract for supplying pumping machinery for the Saskatoon, Sask., waterworks system. The Dodge Manufacturing Company at Toronto Junction, turned out some very heavy machinery, including a massive iron

grooved wheel for the British Columbia Copper Company, 20 feet in diameter, 40 inches across the face and weighing 34,000 pounds; also a number of large screws 33 feet in length and 8 inches in diameter for an electric power company. The extreme heat of the weather interfered with work during a portion of the month.

Railroad construction and employment.—The James Bay railway is now nearly completed, the last steel bridge being almost finished. About one hundred men were employed in preliminary ballasting, which was expected to be completed by September 1 sufficiently to permit the running of trains, for which the rolling stock is in readiness. The Metropolitan Railway extension betwen Newmarket and Jackson's Point was being rapidly pushed forward. The ballasting was all done between Jackson's Point and Queensville, and poles were being erected. New ties were being laid under the new 80-pound rails on the Northern branch of the Grand Trunk Railway.

CONDITION OF PARTICULAR TRADES.

Building.—These trades during the earlier part of the month were disturbed by the general strike of carpenters who demanded an increase of pay from 30 to 35 cents per hour, the strike was declared on the 8th and lasted until the 16th when a compromise was arrived at by which the men were to receive 33 cents per hour. Since that date all branches of the trade have been busy.

Metal, engineering and shipbuilding.—Blacksmiths, boilermakers, machinists, moulders, sheet metal workers, electrical workers and structural iron workers had a busy month, and jewellers and silversmiths were actively employed.

Woodworking and furnishing.—These trades had plenty of work.

Printing.—Employment was abundant, especially during the latter part of the month.

Clothing.—Journeymen tailors and garment workers had a good month, other branches of the trade were steadily employed, except among cap workers, some of whom were out on strike.

Food and tobacco preparation.—Activity generally prevailed. A strike of Jewish bakers for shorter hours was settled by an agreement limiting the hours of work per week to 72.

Leather.—Harnessmakers and saddlers were fully employed.

Miscellaneous.—Waiters, cooks, bartenders, barbers and laundry workers were very busy. Clerks, deliverymen, salesmen, etc., were actively employed, especially during the latter part of the month.

Transport.—All branches had a very busy month.

Unskilled.—The demand was good.

DISTRICT NOTES.

Toronto Junction.—The Dominion Carriage Company, a branch of a large American concern, will build a factory to cost about $60,000, and to employ a large force of workmen.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was abundance of work for every one during August, and in some lines a demand for additional help. Conditions generally were decidedly improved over those of the preceding month. Sewer and permanent sidewalk construction was in progress. The building of the new silver works was nearly finished, and the furnace factory and ethinite plant were being rushed to completion; the latter will be running in November. Ground was broken for the erection of the large plant of the Ramapo Iron Company, manufacturing switches and other railway equipment. A by-law in favour of granting a small bonus to the Ramapo Iron Company will be submitted to the ratepayers of Stamford Township. The building trades, agricultural industry, fruit and vegetable canneries were most active, and trade generally was good. Fires caused about $800 worth of damage to a stationery store; $4,000 damage to a hotel building at Queenston, and $25,000 damage to barns,

crops and implements in Niagara township. The hoisting machinery in a sandpit situated near Stamford was also destroyed by fire.

A report of an investigation into the composition of natural gas under the direction of the Dominion Government was made on August 4. The analyst who conducted the tests of gas supplied by different companies doing business in the Niagara district found that the quantity of sulphuretted hydrogen, the poisonous element in the gas, varied greatly. One group of wells supplied gas free from this element, another gave gas with merely traces of it, while a third showed 27 grains of sulphuretted hydrogen per 100 cubic feet of gas. Physicians in places where gas is used for lighting had no complaint to make of ill effects on the public health. The Dominion law regarding gas forbids the use for lighting of any gas containing sulphuretted hydrogen. The gas fields appear to be as productive as ever and new wells have been sunk at Welland and Port Colborne.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy and grain crops were good, threshing being in full operation. Fruit crops have been good so far, but dry weather interfered with the later varieties.

Manufacturing.—Factories were all running with full staffs and plenty of work.

Railroad construction and employment.—The double-tracking of the Michigan Central Railway in the vicinity of Stevensville and elsewhere gave employment to large numbers of men.

Electrical development.—The Electrical Development Company's tunnel was nearly completed and ready to be handed over by the contractor; rapid progress was made with the power house and equipment. Other companies were extending and improving their transmission lines.

Real estate.—Many dwellings were in course of erection and several business structures were started or projected. Building in the city was very brisk.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were all working, with carpenters rushed and in demand. Plasterers, painters, plumbers, gas and steamfitters were busy, and builders' labourers were all working. The outlook in the building trades was much improved.

Metal, engineering and shipbuilding.—Moulders and their helpers, coremakers, machinists and engineers were busy, and linemen very busy.

Printing.—Printers were active.

Clothing.—Tailors were all working steadily.

Food and tobacco preparation.—Bakers and butchers were busy, and ice handlers active.

Miscellaneous. — Hotel and restaurant employees were busy. Tourist traffic was very heavy.

Transport.—Passenger traffic on railways was heavy, freight traffic good, and railway employment steady. Trackmen were particularly busy. Steamboat men were busily employed, while electric railwaymen were very busy, and very large staffs were employed on all lines. Teamsters were also busy.

Unskilled labour.—This class was well employed.

DISTRICT NOTES.

Winger. — The new fruit evaporator opened in August giving employment to sixty female hands.

Fort Erie.—The Buffalo, Niagara and Toronto Railway Company (electric) was negotiating with the village council for rights to run through the village. Many structural iron workers, linemen and labourers were engaged in building electrical power transmission lines from Niagara Falls to Buffalo, including towers for suspending cables across the Niagara river

Humberstone.—Work was commenced on a new cement retaining wall along the Welland canal.

Stevensville. — Double-tracking of the Michigan Central Railway gave much work for men and teams.

Niagara-on-the-Lake.—A number of permanent sidewalks were being laid down in the town. The large fruit canning establishments here and at St. David's were running to full capacity and employing many hands, chiefly women and girls.

Bridgeburg.—There was a demand for pick and shovel men at the new shipyards.

Port Colborne.—The last stone of the Eastern breakwater was laid at the end of July, and the harbour works practically finished. A 700,000 bushel elevator is being built by the Dominion Government, and is expected to be finished within a year.

Welland.—The general prosperity continued. The cordage factory, engine and machine shops, many dwellings and a number of business buildings are nearing completion. Over a hundred more dwellings are needed. The contract was let and work commenced on the construction of the new turning basin in the Welland canal. The amount of the contract is $84,000. Contracts let for the construction of the Ontario Iron and Steel Company's plant totalled $265,000. Gas will be used for smelting purposes and 1,600 electric horsepower to drive machinery. A large force of labourers was engaged in excavations for the works. By-laws to fix assessment on a proposed automobile factory and to raise money to improve streets were carried at the polls. There were frequent demands for labour in many lines.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. James A. Wiley, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general activity of the labour market of the earlier summer months continued during August. There was no falling off in the building trades; all hands were continuously employed, and the work on hand will keep them busy for the balance of the season. Railroad construction in the city and district continued active and good progress was being made while the favourable weather prevailed. Civic work, such as permanent road construction, sewers, concrete walks, etc., gave employment to large gangs of men. Transportation on railway and steamboat lines continued active, the volume of trade increasing. Business, wholesale and retail, was active. August was the last month of the Wednesday half-holiday for retail clerks. During June, 140 enjoyed this half-holiday; during July and August the total number was about 360 in the city and 39 in the district.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—During the early part of the month very little rain fell. The pastures became burnt up and the land very dry. Rain in the latter part of the month, however, did much to save the crops, several of which were suffering owing to the drought. Good farm hands were in demand. Wages paid are from $1.50 to $1.75 per day. There are some hands paid only $10 to $15 per month and board, or $25.00 to $30.00 per month and board, but they are not in demand, being those who are new to the work. Market prices for the month were in some cases high, and in others good.

Manufacturing.—All mills and factories were active. Canning factories were busy, running to their full capacity.

CONDITION OF PARTICULAR TRADES.

Building.—The trades were all busy.

Metal and engineering.—All branches were active.

Woodworking and furnishing.--The wood workers, upholsterers, varnishers, polishers, carriage and wagon makers and coopers were active.

Printing.—The allied trades were busy with plenty of work on hand.

Clothing.—Journeymen tailors were active, as were also boot and shoe workers.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, ice cutters and drivers, cigarmakers and tobacco workers were active.

Leather.—Tanners, curriers and leather workers were active.

Miscellaneous.—Barbers, clerks, steno-

graphers, delivery employees, hotel and restaurant employees were active. Laundry workers were quiet.

Transport.—All branches were active, with trade increasing.

DISTRICT NOTES.

Port Dalhousie, Merritton & Thorold. — The labour market continued favourable, all branches of skilled and unskilled labour being active, and business good.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was generally well employed. Most of the industrial plants in the city were very busy, and wholesale and retail trade was very active.

It is estimated that over three hundred persons left Hamilton on the Harvesters' excursion to Western Canada, exceeding the number that left last year by over 100.

Electric railway employees of the Hamilton, Grimsby and Beamsville Railway Company received an increase of 3c an hour, the rate now being, first year 18c, second year 19c, and third year 20c. The street railway employees were negotiating for an increase.

Traffic and shipping was very heavy in the city and district. A good deal of wool is being shipped to some of the Eastern States.

Work on the construction of the Brantford and Hamilton Electric Railway was progressing rapidly. Two gangs were at work and more men will be added as soon as they can be secured. The grading gang is at a point about two miles above Ancaster. Another gang is to be put to work near Brantford. The contractor says that he expects to hire about 300 men and 150 teams.

The Hamilton Terminal Co. has been incorporated with a capital of $200,000 to build a terminal railway station. The Allitt Manufacturing Company was also incorporated with a capital of $40,000; also the Berlin Machine Works of Canada, Limited, with a share capital of $500,000 and head office at Hamilton.

CONDITION OF PARTICULAR TRADES.

Building trades.—These trades were very busy as a greater number of dwelling houses have been erected this season than ever before. One builder took out permits for 33 houses valued at $76,000. Bricklayers, masons, carpenters and joiners, plumbers, etc., were busy, as were also painters, stonecutters and builders' labourers.

Metal and engineering.—Iron moulders were busy; their recent difficulty with employers was amicably adjusted. Machinists, engineers, electrical linemen, etc., had a good month. Metal polishers were active, with blacksmiths fairly busy. Shipbuilders and structural iron workers were busy. Horseshoers and jewellers were slack.

Woodworking and furnishing.—Varnishers and polishers, carriage workers, pattern makers, coopers, etc., reported trade good.

Printing and allied. — The various branches were busy.

Clothing.—These trades were active with the exception of custom tailors.

Food and tobacco preparation.—Bakers and butchers were fairly well employed. Cigarmakers and tobacco workers were fairly active.

Leather.—Harness makers had a good month.

Miscellaneous.—Barbers reported trade very good. Broom makers were active. Hotel and restaurant employees were busy. Laundry workers were very busy.

Transport.—Steam railway employees were very busy. Steamboatmen were active, longshoremen busy and team drivers active. Street railway employees were very busy.

Unskilled.—This class was very busy.

DISTRICT NOTES.

Dundas.—All trades were active and few idle men were to be found. Many shops were working over-time. Rentable

houses cannot be secured. Bertram & Sons, who are putting up an addition 250 x30 feet, are planning to erect another addition equally as large.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been well employed during August, there being practically no men idle. Skilled workmen were in demand. The building trades were remarkably busy, permits to the value of $350,000 having been issued to date. The Waterous Engine Works Company is preparing to build an addition which will give it over 4,000 feet additional space. The Massey-Harris Company will also make two extensions, one to the main shop, 72x112 feet, three stories high, and another 50x75 feet, one story high. Factories on the whole have been busy. On civic works, constructing sewers, sidewalks and repairing roads, 116 men were employed, being the largest number ever employed at one time by the city. The Burrill Foundry Company has commenced operations in its new foundry, employing about 20 hands. Formal application has been made by the Dominion District Steam Heating Company for the right to use the city streets for the installation of a heating plant.

Merchants reported an average month. It is said that the extremely hot weather had a depressing effect on trade. Butter and eggs were unusually high in price, the former bringing from 28 to 30 cents per pound, and the latter from 18 to 22 cents per dozen.

The Grand Trunk Railway Company is double tracking the lines between this point and Lynden, and though offering $1.75 and $2 per day for good men cannot secure the number it desires.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been very busy. There was a steady demand for more men, owing partly to so many leaving for the harvest fields of the west; $1.25 per day was a common price paid for labour.

Manufacturing.—The various factories were busy, some finding it difficult to secure men. Prospects are bright and a number of the factories are being enlarged.

Railroad construction and employment.—Railroad extension and improvement continued to give employment to large numbers of men. The Toronto, Hamilton and Buffalo Railway Company is finishing a $6,000 addition to its station, and relaying a part of its tracks in the city. Work on the Brantford and Hamilton Electric Railway has commenced with two gangs of men at work; the company expects to complete the work by January, 1907.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers and plasterers were very busy, and painters, decorators, plumbers, gas and steam-fitters busy.

Metal, engineering and shipbuilding.—Iron moulders, coremakers, machinists, electrical workers, and linemen were busy. Buffers, polishers, platers and stove mounters were active. Blacksmiths, boilermakers, and all sheet metal workers were busy, and horseshoers fairly so.

Woodworking and furnishing.—Carriage and wagon makers had an active month, and pattern makers in some cases were very busy, while work with coopers was fairly busy.

Printing.—Printers and pressmen had a fair month, but trade was not very brisk.

Clothing.—Journeymen tailors had a quiet month, in some shops, but were active in others.

Food and tobacco preparation.—Bakers and confectioners were very busy, with butchers active. Cigar makers and tobacco workers were active.

Leather.—Saddlers and leather workers had a busy month.

Miscellaneous.—Barbers, clerks and delivery employees had an active month. Hotel and restaurant employees, and laun-

dry workers, particularly the latter were busy.

Transport.—Railroad, trackmen, freight handlers and street railway employees were busy. Cab drivers and hackmen were active, and teamsters and draymen busy.

Unskilled.—This class was in demand.

DISTRICT NOTES.

Paris.—All capable persons were employed during the month. The mills and factories ran steadily, and building operations were active.

Blue Lake.—There was a demand for labour.

GUELPH, ONT., AND DISTRICT.

Mr. R. O. Wallace, Correspondent, reported as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

During August the condition of the labour market was active. Employment generally was fairly abundant and in some lines very active; these conditions and the rush of the harvest season left very few men out of work. In some lines of manufacturing the busy season was fully on with a demand for additional help. In the building trades the burning of the brick kiln at Milton, from where most of the bricks used here were brought, has made brick scarce and dearer. Work on all the large buildings in course of erection was progressing satisfactorily and the building season will be a good one. Retail trade was quiet. The City Council has called for tenders to lay a portion of the cement walks, the city's employees not being able to do all the work required this year. The Page-Horsey Company has been reorganized with a capital of $2,000,000; large extensions to the company's works are looked for. Fire destroyed a knitting factory causing a loss of about $12,000, and threw about thirty out of employment, mostly girls; it is not yet decided whether the factory will be rebuilt.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have about finished harvesting. Crops are above average excepting peas and potatoes.

Railroad construction and employment.—The Guelph to Goderich extension of the Canadian Pacific Railway is being opened for traffic as the line is made ready. Considerable improvements are to be made by the Canadian Pacific Railway Company to the sixteen miles connecting Guelph with the Toronto to London line. This sixteen miles is owned by the city of Guelph. The Guelph Railway has issued a statement for the past nine months ending June 30, which shows the road to have paid for the first time.

CONDITION OF PARTICULAR TRADES.

Building.—Less than the usual amount of time is being lost this year owing to the fine weather and other conditions. Bricklayers, masons, carpenters, stone-cutters, builders' labourers, painters and plumbers all had a busy month.

Metal, engineering and shipbuilding.—The iron trade had a busy month with a slight demand for men in some lines. Moulders, machinists and helpers, and tube mill hands all had steady employment.

Woodworking and furnishing.--The woodworking and furnishing trades were busy with a demand for upholsterers and woodworkers. Piano and organ workers were active, but carriage workers were quiet.

Printing.—Printers had an active month.

Clothing.—Journeymen tailors and garment workers were quiet.

Food and tobacco preparation.—Bakers and confectioners had a busy month with a slight demand for additional help ; cigar makers were active.

Miscellaneous.—Barbers, clerks, hotel and delivery employees had a quiet month.

Unskilled.—This class was in good demand.

BERLIN, ONT., AND DISTRICT

Mr. Harry Peters, Correspondent, reported as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been little change in the labour market since July all branches of industry being active. There was great

activity in the building trades, the increased cost of material having had little effect as the contractors and lumbermen have all the work they can handle. The Berlin Meter Manufacturing Company was installing its machinery in part of the Berlin Felt Boot Company's building, which they will occupy temporarily until arrangements can be made to build a factory. Another new industry about to locate is an oil refinery for the manufacturing of lubricating and other high grade oils. This company will build a cement building 40x65 feet, and expects to employ about 20 men by the end of the year. The Western Shoe Company is expected to build a factory and equip it at a cost of not less than $10,000; the company expects to give employment to about 40 workpeople. There has been about 61,000 square feet of four-foot cement walks put down so far, and the work is not yet completed.

The waterworks department has nearly completed the laying of water mains, about 1,400 feet of pipe have been put down, which is over double the amount laid last year.

Commercial activity continued normal. Railway traffic was active during the month, but retail trade was rather dull.

There were no important changes in rates of wages or hours of labour.

The Municipal Technical School, which accommodates 2,000 scholars, is said to be the largest in the world. The physical and chemical laboratories are unusually extensive and very complete, while a specialty will be made of photography in the service of science. This addition to the technical educational facilities of Berlin will permit the poorest persons to give their children science training.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy with the harvest which promises well. The condition of the sugar beets was most promising; the beets were never further advanced at this time of the year. The farmers of Waterloo and surrounding counties have had to contend with a plague of grasshoppers. Oats suffered the most.

Manufacturing.—In nearly all branches of the manufacturing industry there was continued activity and a marked tendency towards expansion. The outlook for a busy fall and winter season was generally favourable. The Merchants' Rubber Company was running its plant 14 hours per day in order to keep up with orders.

CONDITION OF PARTICULAR TRADES.

Building.—Masons and bricklayers had all the work that they could do. Carpenters were very busy and a few additional men were in demand. Lathers and plasterers were active, and painters were rushed all the time. Plumbers and steam-fitters were busy, with stonecutters all working, and builders labourers somewhat in demand.

Woodworking and furnishing.—Conditions were generally favourable.

Printing.—Work in all departments was very active.

Clothing.—Journeymen tailors were active, and garment workers were fully employed, but boot and shoe workers were somewhat quiet.

Leather.—Tanners and curriers were active.

Transport.—Teamsters and expressmen were very active.

Unskilled.—Labour was in good demand.

DISTRICT NOTES.

Preston.—Two by-laws for the installation of a water works, and a sewerage system were carried. The sum voted for the water works system was $57,000, and for the sewerage system $16,000.

Waterloo.—The new furniture factory will be 100x56, and three stories high. There will be a boiler house attached 40x38 feet, also three stories high.

WOODSTOCK, ONT., AND DISTRICT.

Mr. R. F. Parkinson, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial and labour conditions during August compared favourably with the pre-

vious month, and were generally more active than in the corresponding month of last year. All industries were active, every manufacturing establishment in the city operating to its fullest capacity. In some branches of the furniture, piano and organ making trades a scarcity of highly skilled labour was reported, while between the public works, the factory and the farm, employment was afforded for all available unskilled labour. Never before in the industrial history of this place were prospects for active employment for the fall and winter season more encouraging. Practically all the manufacturers have orders now on hand to ensure steady work for months. Construction work was completed during the month on the Phelps & Frank Cereal Mills and the Warren Church Organ Factory, both of which will commence operations at once. The Canada Furniture Manufacturers', Limited, have submitted to the city Council a proposition providing for a loan of $50,000.00, in return for which a large extension will be erected to their present factory, increasing the working staff by 300 men. The Council has approved of the proposition, and the ratepayers will vote on a by-law regarding same at the January elections. On September 22nd the electors will vote on a by-law to grant a loan of $25,000 for twenty years to the Canada Bearings Co., Ltd., of Hamilton. If the by-law is endorsed the company will establish a $45,000 plant here to employ fifty hands for the manufacture of roller bearings. In the wholesale and retail trade a quiet month was experienced, but the unequalled harvest in the country, and the regular employment in the city guarantee a brisk fall season. Transportation and shipment returns were heavy. No changes in wages or hours of labour were reported, and relations between employers and employees were most satisfactory.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Harvesting operations were in progress all month; favourable weather conditions prevailing. Crops were the heaviest in years. Labour was generally in demand with a marked scarcity in many sections. Wages for farm help ranged from $1.50 to $2.00 per day, for day men, and from $30 to $35 per month for men on monthly contracts. The dairy industry in this district was very active, cheese selling at 12 7-8c per pound, and butter at from 24 to 28c per pound. Electrical storms caused much loss in the rural sections.

Manufacturing.--All establishments were active, manufacturers reporting a month of unequalled orders specially for the north west trade. Several city factories may increase their working force this fall.

Railroad construction.—By a vote of 464 to 50 the town of St. Mary's carried a by-law to give a bonus of $40,000 to the proposed St. Mary's and Embro Steam Railway, and the village of Embro endorsed a by-law for a loan of $5,000 to the same company by a vote of 105 to 10.

CONDITION OF PARTICULAR TRADES.

Building.—Operations were active in all branches. Bricklayers, masons, carpenters and joiners were well employed, and conditions improved over the previous month among plumbers, lathers, plasterers and painters. Builders' labourers were in demand.

Metal and Engineering.—Iron moulders were busy, but were forced to cease work for several days by reason of the intense heat. Machinists were active, and electrical workers had plenty to do on new buildings. Metal polishers and stove workers found conditions improved.

Woodworking and furnishing.— Carriage and wagon makers had an exceptionally good month, a large number of orders being received for North-west trade. Piano and organ makers were in demand, while furniture workers were very busy. Coopers were actively engaged.

Printing.—Printers and pressmen were employed full time.

Clothing.—Journeymen tailors reported this an unusually good summer, there being practically no dull season. A busy fall is anticipated.

Food and tobacco preparation.— Cigarmakers had steady employment, and bakers and confectioners were fairly busy.

Leather.—There was steady employment for tanners and harnessmakers.

Miscellaneous.—Furriers were more active, and retail trade having improved there was a good demand for clerks.

Transport.—Railway hands were very busy, the freight and passenger traffic for the month being very heavy. Teamsters were fairly well employed.

Unskilled labour.—This class was in demand.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during August was very satisfactory, all classes of labour being employed. The chief activity prevailed in the building trades. Factories were all busy, especially those supplying material for the many buildings in course of erection. The Borland Carriage Company intends to extend its main building 135 feet, three stories high, and the blacksmith department 65 feet, one story high. The brick work on the extension of the Mooney Biscuit Factory was nearing completion, the addition has doubled the factory in size, and when finished will give employment to a number of hands. A large number of men were engaged laying cement sidewalks and paving streets. Retail merchants were quiet. There was no change in the rates of wages or hours of labour, and no trouble in the labour market. It should be mentioned, however, that the machinists' union claims that the strike in the machine shops of the Grand Trunk Railway Company is still on, but the company has maintained for some time past that it is no longer affected by the strike.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were very busy harvesting and threshing fall wheat, which in most of the district is a very good crop; the flax which has been harvested proved to be a heavy crop. A few of the prevailing market prices were as follows: —Old wheat, 75 cents per bushel; new wheat, 70 cents per bushel; barley, 44 cents per bushel; oats, 34 cents per bushel; peas, 65 to 70 cents per bushel, and hay, $8.50 to $9.00 per ton.

Manufacturing.—All factories were active.

Railroad construction and employment.—No railroad construction work in progress, except on repairs.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were well employed. Bricklayers, stonemasons, carpenters, lathers and builders' labourers were actively employed on new buildings, and painters, plumbers and gas-fitters were busy.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers reported a good month. Electrical workers, blacksmiths and boilermakers were busy.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers were fully employed.

Printing.—Printers were fairly busy.

Clothing.—Factories had an active month.

Food and tobacco preparation.—Bakers and confectioners, and butchers reported business very good. Cigar factories closed for a week during the "Old Boys' Reunion," but are now working again.

Leather.—Harness makers were active.

Miscellaneous.—Barbers reported a very busy month. Hotel and restaurant employees, and laundry workers were well employed. Female help for hotels was in demand.

Transport.—Railway trainmen were active. Cab drivers and teamsters were busy.

Unskilled.—This class was well employed, and farm help was in demand.

DISTRICT NOTES.

St. Mary's.—The by-law to loan the St. Mary's and Western Ontario Railway Company the sum of $40,000, to give the town of St. Mary's railway connection with the Canadian Pacific Railway at Embro, was carried August 27. The price of

flour has dropped as follows:—Ontario flour, per hundred pounds, $2; Manitoba flour, per hundred pounds, $2.25.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

August was an exceedingly active month with regard to the amount of business done and employment of labour. Although there has been an addition to the population of at least 1,000 workers from the British Isles and Europe, yet all have found employment. The building trades have absorbed the most of this labour. The London Canning Company, which built last spring, has commenced business, and is taking on a number of hands, mostly girls. Excavation has commenced for a three story building and basement for the Green-Swift Co., manufacturers of ready-made clothing. A permit has been taken out for the erection of a new Presbyterian church in the south end of the city. The National Drug and Chemical Co. is building a warehouse, three stories high with basement, 100x45 feet. The building is to cost $25,000 and is to be ready by November 1st. Nearly two and a half miles of cement walks have been laid this year, at a cost of $5,812.69; also cement curbs and gutters at a cost of $2,896.37, and tile sewers at a cost of $1,190.00, making a total expenditure on public improvements already this year of about $64,000. The Barber Paving Co. is laying an asphalt pavement on Dundas street, east, extending about five blocks. The assessment commissioners have completed three out of the four wards of the city, and report an increase in the population for the three wards of 1,200 people, and an assessment gain of $762,158. The strike of the street railway employees, which commenced here on July 27th, was terminated on August 17th.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The harvest in this locality is now being gathered, and owing to the inability to get farm labour, except at exorbitant rates, women in several localities are helping in the fields. In the fruit branch, apples, pears and grapes are very plentiful and will be cheap. This is the chief fruit centre in Western Ontario, the volume of business done in a year amounting to $1,375,000. On a busy day as many as 800 vehicles may be counted on the market. Allowing $15 for each, this would make a day's business of $1,200.

One day last fall 4,200 baskets of fruit of all kinds were sold in one day. One dealer alone sold 73,000 baskets of plums, grapes and peaches during the season in addition to 2,375 crates of berries.

In the course of the year the following other products were sold:—

Oats	$ 78,000
Wheat	24,000
Other grain	21,000
Hay	65,000
Straw	3,000
Butter	208,000
Eggs	19,500
Potatoes	9,500
Small Fruits	115,000
Poultry	110,000
Dressed hogs	60,000
Live hogs	75,000
Small pigs	12,000
Butchers meat	190,000
Wool	18,000
Hides	13,000
Tallow	5,200
Honey	3,000

CONDITION OF PARTICULAR TRADES.

Building.—The large number of bricklayers and carpenters arriving from Great Britain has made the supply about equal to the demand. Lathers and plasterers were very busy and were behind with their work. Painters were exceptionally busy. Plumbers were in demand, and were not in sufficient numbers to get out work in time. Stone cutters were very busy. Builders' labourers have been augmented by the influx from Great Britain, but were all busy.

Metal, engineering and shipbuilding.—Iron moulders reported trade good. Iron workers at the rolling mills were exceptionally busy, and a night and day shift was being worked. Machinists reported trade as fair. Electrical workers were very busy, especially on building work. Linemen were busy. Metal polishers and brass workers reported trade exceptionally good. Stove mounters were busy. Boilermakers reported this the best summer in many years.

Woodworking and finishing.— Woodworkers, especially on building work, reported trade very good. Carriage and wagon workers have a large number of orders shead. Car builders reported more work than they could do, mostly repairing. Coopers were exceptionally busy.

Printing and Allied Trades.—Printers and pressmen were very busy, working overtime three nights a week in a couple of shops. Bookbinders reported trade as only fair. Lithographers were very busy.

Clothing trades.—Journeymen tailors reported this the best summer in years. Garment workers were exceptionally busy, and one of the firms has commenced building a larger factory. Boot and shoe workers reported trade good.

Food and Tobacco Preparation.— Confectionery and biscuit firms were exceptionally busy, and complained of a shortage of girls. Overtime until 10 p.m. for five nights a week was being worked. Cigarmakers reported trade fair. One firm laid off about 15 hands for a week on account of too much stock ahead.

Leather trades.—Tannery workers were very busy and could not get sufficient help.

Miscellaneous.—Broom makers reported trade as good. Cardboard box-makers reported an increasing trade and more hands being employed.

Transport.—Railroad train crews, especially on the C.P.R., reported an exceptional amount of freight moving, and big months for train crews, some having up to the 25th inst. made 33 days. Teamsters had more work than they could handle.

Unskilled labour.—The supply has not been equal to the demand, and advertisements were appearing daily for more help.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, Correspondent, reported as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of August was busy in labour circles, all classes being well employed. There has been a decided scarcity of help in some departments, especially among unskilled labourers. The weather was very favourable throughout the month, and as a result the building trades were especially active. On the railroads the rush of business has been unprecedented. Men in the train service have been obliged to book rest, owing to the steady rush. In the shops the staff has been kept busy, as a result of the demand for rolling stock equipment. Construction work continued without abatement on the different railroads, the supply of men not being equal to the demand. While business on the whole has been good there have been two assignments among merchants of the city. According to the new directory recently issued the number of residences and stores is placed at 3,623, there being about 600 stores. There have been no changes in hours of labour or rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been actively engaged with harvesting. Reports from this district were very favourable as to the yield. In the west grasshoppers have wrought considerable damage to the oat crop, being more destructive than in years. Wheat will be a fair sample, the yield being from 25 to 40 bushels per acre. Barley and a small acreage of peas were reported good. Beans are a promising crop the acreage being larger than that of the previous year. Corn has been slightly damaged by cut worms but promises well. In the west, fruit has not turned out as well as was expected, but from the south and east reports are more favourable. Cherries were a good crop, but peaches and plums are not plentiful.

Manufacturing.—In nearly all branches the month has been an active one. The outlook for a busy fall is generally favourable.

Railroad construction.—Railroad construction has given steady employment to a large force of men during the summer along the lines of the different railroads entering the city. The summer's work has been the heaviest in years.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were

well employed, the supply of local brick being fairly good. Carpenters and joiners were busy, as were painters and plumbers.

Metal, engineering and shipbuilding.—Iron moulders and machinists were well employed. Repair work in the railway shops has been exceptionally heavy owing to a number of serious accidents occuring in this district.

Printing and allied.—Printers had a busy month.

Clothing.—Considering the season tailors have been well employed.

Unskilled labour.—The month has been an exceptionally good one, the demand far exceeding the supply. This is possibly due to the fact that a large number of men found employment with the farmers during the harvest.

CHATHAM, ONT., AND DISTRICT.

Mr. John R. Snell, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During August the labour market was unusually quiet, many workmen being employed only a part of the time. Building operations were dull, and business in general, with some exceptions, was more quiet than usual, even at this time of the year. Farmers, however, were busy harvesting, threshing, etc., and farm labourers were in demand at fairly good wages. Transportation, chiefly through traffic, on all the railroads was fairly active. There were no changes in rates of wages or hours of labour, and the labour market was free from unrest.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported abundant crops of all kinds; wheat, oats, barley and beans being somewhat better than usual. Tobacco did not get a very good start in the spring, but will likely be an average crop.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers and plasterers were quiet. A few painters were regularly employed mostly on repair work. Plumbers and gasfitters were also quiet.

Metal, engineering and shipbuilding.—Iron moulders, machinists, electrical workers, linemen, blacksmiths and sheet metal workers were active.

Woodworking and furnishing.—Upholsterers, carriage and wagon makers were quiet, and coopers active.

Printing.—Printers, pressmen and bookbinders were busy.

Leather.—Harnessmakers and saddlers were quiet.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant employees were active.

Transport.—All classes of railroad men were busy. Teamsters and expressmen found conditions quiet.

Unskilled. — Conditions were quiet. Many were working on farms, there being a demand for farm help in the district.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour, skilled and unskilled, was generally well employed during August. Paving contractors were hiring all the unskilled labour they could secure. The Penberthy Injector Company was building a large addition to its plant, which will give additional employment. There were a number of dwellings under construction, the demand for houses, especially for those suitable for workingmen, of a rental value of from $10 to $15, being in excess of the supply. Owing to the increased cost of building material a large number of persons have postponed building until next year. Wholesale and retail trade has been good. Another business house has started, dealing principally in fruit.

Plumbers have had their wages increased from $3.25 to $3.50 per day, the increase to take effect on and after the first of the month. They work nine hours a day.

The union employees of a contractor

refused to work with two non-union carpenters employed; the contractor discharged the non-union men, and the union men returned to work after being out fourteen hours.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were very busy harvesting. Crops on the whole were good. Owing to the very warm weather during the latter part of the month corn, which is one of the principal products here, promises to be a splendid crop. The farmers were paying from $22 to $25 a month for hired help.

Railroad construction and employment.—The Canadian Pacific, Grand Trunk and Michigan Central Railway Companies have extra gangs of men employed putting the roads in good shape before the cold weather sets in, and are paying the men from $1.40 to $1.50 per day of ten hours.

CONDITION OF PARTICULAR TRADES.

Building.—Workmen connected with the different trades were all working.

Metal, engineering and shipbuilding.—The iron trades had an active month in all branches. Blacksmiths, sheet metal workers and horseshoers were fully employed.

Printing.—Printers and pressmen were busy.

Clothing.—Journeymen tailors had a quiet month; this is the usual experience at this season of the year.

Food and tobacco preparation.—Owing to the hot weather bakers and confectioners were very busy. Cigarmakers and tobacco workers were fully employed.

Leather.—Employees were all working.

Miscellaneous.—Barbers had a very busy month, and delivery and hotel employees, and laundry workers were in demand.

Transport.—Owing to the holiday rates the steamboats and railway employees had all that they could do. Street railway employees were all working.

Unskilled.—There was plenty of work for this class.

DISTRICT NOTES.

Amherstburg.—The firemen employed on the dredging tugs made a demand for an increase in their wages from $2.25 to $2.50 per day; it was granted by the contractor, about ten men being affected.

SAULT STE MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fully employed during August, unskilled commanding from $1.75 to $2 per day. Farm labourers were scarce, although wages ranged from $2 to $2.25 per day, and $1.50 with board. Business was fair in all lines. Banks reported payments normal. Wages remained unchanged, but were on a higher level than last year.

The Sault Ste. Marie Council has struck its tax rate for this year at 20 mills on the dollar, with an estimated expenditure of about $119,000. The amount appropriated to sinking fund this year equals the total tax levy of five years ago. Several miles of cement sidewalks were being laid, and contracts for a $22,900 high school, and to the value of $35,000 for sewers were let during the month. The steel plant was shut down for over a week owing to the breaking of the rail rolling mill engine. Duplicate parts of nearly all machinery are kept on hand so that the breakdown only kept the plant idle for the time necessary to remove the damaged part and install a new one. On starting again over one thousand tons of rails were rolled in twenty-four hours, though with a plant of 500 tons ordinary capacity. This output was possible owing to the quantity of cold steel left at the shut down. It is hoped on completion of the open hearth furnaces, that the company is building, to greatly increase its capacity. About fifty men are employed in the construction of these furnaces. The Lake Superior Corporation is said to have made net earnings during the past year in excess of $500,000. The output of steel

rails was 160,000 tons, against 98,000 last year, and the output of pig iron was 130,000 tons, against 66,000 tons last year. Rail orders are up to full capacity for ten months ahead. The other industries of the company were also very active.

A surveying party is locating a route for the Algoma Central Railway, which is to connect with the Canadian Pacific Railway at Missanabie. This will shorten the rail route to the west. Navigation was in full operation moving supplies of coal for domestic use during the winter. The merchants take advantage of the cheap rates to get their winter supplies by boat. There is no railway competition here and railway freight rates are in consequence high, especially in the winter.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm labour was scarce at $1.50 per day and board, or $2 to $2.25 without board. Continued dry weather during the month had a bad effect on crops, but the injury was not serious.

Lumbering.—Lumbermen were preparing for the season's work.

Manufacturing.—Steel plant, blast furnaces, pulp and veneer mills were busy.

Mining.—A number of mining prospects were being worked, some of them showing up well. A smelter is badly needed in this district, to enable ore to be shipped from time to time, and pay for development work. Considerable prospecting was being done in this vicinity.

CONDITION OF PARTICULAR TRADES.

Building.—All were active with supply and demand well balanced.

Metal, engineering and shipbuilding.—These crafts were active.

Woodworking and furnishing.—With a few exceptions all were active.

Printing.—Printers and pressmen found active employment.

Clothing.—Journeymen tailors, boot and shoe workers were well employed.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees, and laundry workers were active.

Transport.—All were actively employed.

Unskilled.—This class was well employed.

DISTRICT NOTES.

Steelton.—The Municipal Council has struck a tax rate of 18 mills on the dollar. The expenditure is estimated at $21,000 and the receipts at $23,000. This town will shortly make provision for the acquirement of water works and municipal buildings. Business on the whole was good. The hot weather caused many tourists to come here, and the hotels and other places of accommodation were full.

PORT ARTHUR, FORT WILLIAM, ONT., AND DISTRICT.

Mr. R. B. Harstone, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of labour in the towns of Port Arthur and Fort William, and throughout the entire Thunder Bay district, has been since the opening of navigation one of great activity in every branch. In almost every trade, as well as among unskilled labour, the supply has not been equal to the demand.

From the geographical position of Port Arthur and Fort William, which are situated at the head of lake navigation, and are also the divisional headquarters as well as lake terminals for the Canadian Pacific Railway, the Canadian Northern Railway and the Grand Trunk Railway, these two towns under normal conditions are the natural supply depot for labour seeking employment in connection with railway maintenance of way and operation, but their importance in this regard are now and will be for some time greatly enhanced by reason of the requirements of the Canadian Pacific Railway and the Grand Trunk Railway for construction of lines beginning and extending west from Lake Superior.

The increased volume of business at these ports has resulted in a most sub-

stantial increase of population. The steady demand for workers has caused a continual influx of men, many of them accompanied by their families.

In almost every department of labour wages have, during the entire season, maintained a high standard.

Building has been active, a large number of substantial dwellings being in course of erection in both towns. In addition municipal improvements on a large scale are being carried out.

There are prospects on every hand of an unusually busy fall and winter.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The manufacture of lumber locally is principally in the hands of the Pigeon River Lumber Company and the Vigars-Shear Company. The former company operates its mills during the entire year and employs a large force of workers. The latter is also developing a large industrial interest. The demand for lumber in this district is taxing the plant of these producers to the fullest extent. The labour problem has not given these employers trouble, but every man with experience in this line has no difficulty in finding steady employment.

Mining.—This industry has not been conducted on a large scale in this vicinity for some years, but through the activity of the prospector and improved transportation facilities, matters in this regard are now in a more satisfactory condition. Since the early spring much has been done in the direction of developing the great mineral resources of this district. The Atikokan Iron Company of Port Arthur is the owner of a large and valuable iron property situated about 120 miles from Port Arthur and only 3 miles from the main line of the Canadian Northern Railway. The quality of this iron on analysis has proved satisfactory while the supply is practically inexhaustible. The company has already opened up the mine, installed the necessary plant for economically handling the ore of which they have already a large quantity on the dump awaiting shipment to Port Arthur as soon as the ore docks and blast furnace in course of erection there are completed. Silver mining has also been revived and many of the old properties are being worked with results which indicate lucrative employment to many men in the near future.

The Atikokan Iron Company has been busily engaged since last summer in the construction at Port Arthur of a blast furnace with a capacity of 200 tons per day. The company is also erecting a large ore dock. This enterprise has employed many men and will continue to do so until its completion early next spring.

Railway construction.—The Canadian Pacific Railway Company is busily engaged double-tracking its main line from Fort William to Winnipeg, and the Grand Trunk Pacific Company is rushing the construction of a branch line from Westfort in a westerly direction to a point about 279 miles distant on the Transcontinental Railway. The progress of each of these important enterprises has been greatly impeded owing to the insufficient supply of men in every department of construction work.

The Canadian Pacific Railway and the Canadian Northern Railway are making extensive improvements to roadbed on their main lines west of Thunder Bay, and more would have been accomplished had the supply of labour been sufficient.

Railway employment.—The greatly increased traffic on the Canadian Pacific Railway and Canadian Northern Railway has furnished steady employment to a larger number of men than ever before in the history of either railway.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Workmen of all classes were busy during August. Unskilled labourers were in great demand, and employment agents were unable to complete orders for them. During the latter part of July it was difficult to get labour for railroad construction work; this difficulty was increased

early in August by the farmers coming into the market to get men before the harvest rush set in. This had the effect of practically clearing the market, and never before has there been so acute a demand for labour.

A new flour mill was recently opened by the Western Canada Mills Company with a capacity of 4,000 barrels per day. It will be some time before the mill is running to its full capacity. This mill is the first one in Western Canada to be driven by electricity, the power being transmitted from an hydraulic plant situated upon the Winnipeg river at a point sixty miles distant from Winnipeg.

The electro-hydraulic works at Winnipeg river, which have been in course of construction for the last four years, have been handed over by the constructing engineer to the operating department of the Winnipeg Electric Railway Company. Up to the present not more than 8,000 horsepower has been transmitted.

Extreme activity prevailed in the building trades, and all of the jobbing houses were busy making fall shipments. Transportation and bank returns showed continued increases. For this particular season of the year the retail stores were exceptionally busy, although many people were out of the city holidaying. Extremely hot weather has somewhat depressed retail trade, but towards the end of the month it increased considerably.

The month of August was remarkable for a widespread upward movement in rates of wages for unskilled labour, nearly all the railroad contractors having to raise wages in order to retain their men. In June, contracts were made at the rate of $1.75 per day, but at the present moment it is impossible to get men to work in construction camps for less than $2.25 and $2.50 per day. From this rate the price of board is to be deducted, whereas the farmers are offering about the same amount, board included. Experienced employment agents give it as their opinion that the present scarcity of unskilled labour has caused the rate of wages to advance 25 cents per day, and that it affects not less than fifty thousand men. This number includes all classes in the unskilled callings. The farm labourer engaged specially for harvest work is expected to work very long hours. Some of the railroad contractors were paying their men on the monthly basis, and the contracts made earlier in the year specify $26 per month, including board, and if they stay until the job they are engaged to work upon is finished they will be settled with at $35 per month. At the present time men are being engaged at $35 per month without any condition as to the time they are to serve. In the case of farm labourers, those not accustomed to farm work and to the country are paid a lower rate. In some localities where there has been a very acute demand for men $2.50 and $3 per day has been offered. The market for any kind of unskilled labour at Winnipeg is bare, and employment agents generally find it difficult to fill orders that they have on hand.

The sheet metal workers secured an advance in the minimum rate, which was raised from 36 1-2 to 39 cents per hour; there was no change in the hours. The plumbers' strike was still on. Several prosecutions have taken place in this connection in the local police court.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Harvest was begun nearly two weeks earlier than in 1905. By the end of August nearly all the wheat was cut and threshing in many districts commenced about the middle of the month. The sample is excellent, but the yield will be below the early estimates of wheat growers. Cutting and threshing is being delayed in many districts by the inability of the farmers to get sufficient help, though the farmers were aided by the very favourable weather. The members of the Grain Dealers' Association, and members of the Winnipeg branch of the Canadian Bankers' Association travelled in a special train through the wheat growing districts of the west with a view to seeing the actual condition of the crops. Before their return considerable cutting had been done and some threshing. The average opinion was that the total yield would not be greater than it was last year. In the early part of August the Bankers' As-

sociation secured reports from all branch banks throughout the west and from these reports the total crop was estimated to be 97,000,000 bushels. Subsequent to the issue of this report, however, there was a period of very hot weather that was detrimental to the kernel. This it is estimated reduced the yield by one or two bushels per acre. In the newer district of Western Canada, into which the railroads have but recently entered, there is great activity in the construction of elevators. The Peavy Company of Minneapolis have commenced the erection of a series of elevators along the line of the Canadian Northern Railway in North-west Manitoba, Northern Saskatchewan and Northern Alberta. Other elevator companies have also been very active.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were busy with the probable exception of plumbers and steamfitters. Many of the new buildings were not ready to receive plumbing installations. In the course of a week or two it is expected that the plumbers will be busy. Total permits issued up to date by the Winnipeg building inspector amount to approximately $8,500,000. This is about equal to the amount of the permits issued last year for a corresponding period.

Metal, engineering and shipbuilding.—All machine shops were busy, many of them getting work done outside as their plants were over-taxed with the volume of local work. It is said that the Canadian Northern Railway Company will commence the erection of its new repair shops in the course of a few weeks.

Woodworking and furnishing.—Woodworking establishments were all running to full capacity.

Printing.—Printers and allied trades continued busy; all were at work, but there appeared to be enough men on hand to do all the work offered.

Food and tobacco preparation.—Cigarmakers were steadily increasing the volume of their output to keep pace with the increasing demand. Bakers and confectioners were busy, with wages showing a tendency to increase.

Miscellaneous.—Men coming under the heading of "Miscellaneous trades" looking for odd jobs in the city have rarely been as scarce as at present. Casual help is very difficult to get.

Transport. — In railroad circles experienced men were in demand, and all branches of railway employment were fully employed.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Nearly all classes of labour were well employed, with the building trades the most active. Several advertisements have appeared in local newspapers for stonemasons and plasterers. A demand still exists for labour in railway camps. It was stated in a report, made by the Canadian Manufacturers' Association re labour shortage, that out of 152 workmen required for Manitoba, Alberta and Saskatchewan, 50 were harness makers.

The secretary of the Brandon Board of Trade reported that there were a number of manufacturing and business concerns about to locate in Brandon. Twelve of the concerns referred to are in different lines of business, viz., a pork packing establishment; a fence company; a biscuit factory; a wagon factory; a wholesale boot and shoe company; a cream separator company; a wind stacking and steam plough company; a cigar factory; an agricultural implement firm, and a grain cleaning machine company.

A contract has been let for the erection in Brandon of a large block five stories high, 115x70 feet, to cost about $50,000. There is considerable activity in real estate. Wholesale and retail trade was reported very active, and transportation companies very busy.

There were no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A crop bulletin issued by the Canadian Northern Railway Company contained the information that barley and wheat cutting became general by August 15. Red rust was reported, but no damage has been done. The yield, it is thought, will be very much heavier than last season, as the general acreage is about 15 per cent more and the straw stands well up, and can all be gathered with the binder. The average is estimated at about 25 bushels. Farmers were said to be well supplied with binder twine, but there was a very brisk demand for binders, and the implement men were working over-time setting up and sending out new machinery. The Canadian Pacific Railway Company is making every effort to handle the crop; the general freight traffic of the company has increased 40 per cent over that of last year. At several points the double-tracking of the company's lines was being rushed so as to be in readiness to assist in moving the crops.

Lumbering.—The planing mills, and sash and door factories were very busy keeping up with orders.

Railroad construction and employment.—Contractors throughout the west were rushing work and large numbers of men were employed. Directly a contract was filled, another was started, so extensive is the work on hand. The Grank Trunk Pacific Railway Company's construction gangs were at work one mile east of Forrest, and at Arrow River large gangs of men were working. The Canadian Pacific Railway Company was busy on the Shebo extension, which will be built through to Saskatoon this year. The Canadian Northern Railway Company has added 1,600 cars and 50 engines to its equipment in preparation for the movement of the crop, while the Canadian Pacific Railway Company has 20,000 cars and 621 engines to handle the wheat traffic this season.

Other industries.—A very important local industry is the brick works of the Brick and Lumber Company. This establishment made a run of 20,000 bricks recently in one day. The average output daily is 15,000 bricks. The company has expended considerable money on experiments with the sand-lime brick. This brick is selling at $11 per thousand, and can readily be converted with mallet and chisel into rock faced material. The sand-lime brick is going into some of the finest buildings in the west this year, and the demand is steadily increasing.

CONDITION OF PARTICULAR TRADES.

Bulding.—Bricklayers, stonemasons, carpenters, joiners, plasterers, paperhangers, plumbers and stone cutters were busy.

Metal, engineering and shipbuilding.—Iron moulders, machinists, steam engineers, sheet metal workers and boilermakers were busily employed.

Woodworking and furnishing.—Woodworkers, upholsterers, pattern makers and jewellers were very active.

Printing.—Printers and pressmen were very active.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were busily employed.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters, cigarmakers and tobacco workers, and ice handlers were all busy.

Leather.—Tanners, leather workers, saddlers, and curriers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees and laundry workers were very active, but furriers were somewhat dull.

Transport.—Canadian Pacific and Canadian Northern Railway employees were busy. Freight-handlers, cab drivers, draymen, carters, teamsters and expressmen were also busy.

Unskilled.—Manitoba and the West will require from 20,000 to 25,000 imported harvesters to handle the crops this year. Manitoba alone will require 10,000 men. Harvest operations began earlier this year than last. A large number of harvesters have already arrived, and have been distributed throughout the west.

DISTRICT NOTES.

A large shipment of Western Canadian cattle, 1,042 head, was recently sent to Montreal. Exporters say that the total for the season will double that of last year. Prices for live hogs have reached as high as $11 per head.

Medicine Hat.—The Canadian Pacific Railway Company is drilling for oil under the natural gas field. A 14-inch drill is being sunk to a depth of 2,500 feet.

Houghton Lake.—A sample of paint has been shown, said to exist in enormous quantities on Houghton Lake, in Saskatchewan. The deposits, which are in three layers, are of a yellow, vermillion and slate colour. The supply is said to be illimitable. Mica and salt are said also to be found in large quantities around this lake.

Moose Jaw.—Seven sections of land situated in this vicinity have been sold at $16 per acre to American capitalists. The land in question was purchased two months ago at $13 per acre. The rapid advance in the price of land is attributed to the splendid crop prospects, and to the assurance that the Moose Jaw branch line will be pushed forward this fall.

MOOSE JAW, SASK., AND DISTRICT.

Mr. J. R. D. Bastien, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment during August was more active than in July. The building trades were very busy, and the demand for mechanics, carpenters, stonemasons, bricklayers, painters, plumbers, etc., was greater than the supply. The prices of agricultural products decreased slightly owing to fresh produce coming in from the district.

An official census report was received from Ottawa; it places the population of Moose Jaw at 6,250. The last official census in 1901 gave Moose Jaw a population of 1,558. Moose Jaw is now the largest town in Saskatchewan.

The new Alexandra school was opened; the building was erected at a cost of $45,000. The Moose Jaw Telephone Company a year ago purchased its system from a private corporation and has since made many extensive improvements, and given employment to a large number of men. The number of subscribers has been increased from seventy-five to one hundred and eighty-five. The Saskatchewan Telephone Company, Limited. with headquarters in Moose Jaw, under the management of the Moose Jaw Telephone Company, has installed a long distance telephone line, from Moose Jaw to Regina, a distance of forty-two miles; at the latter point it is connected with the Bell Telephone system. The Saskatchewan Telephone Company has also extended its system over the Soo line, and is building a line from Moose Jaw to North Portal, a distance of one hundred and sixty-seven miles.

Building permits issued this year to date amount to $800,000; this does not include the extensive improvements of the Canadian Pacific Railway Company in connection with its new round house, new machine and erecting shop for the rebuilding of locomotives, and other permanent buildings, at a cost of about $150,000, including the installment of new machinery, necessitating the employment of seventy-five additional mechanics and assistants.

The total assessed value of Moose Jaw is $3,026,000, and the tax rate fifteen mills on the dollar.

The high price of fuel is a great drawback to wage earners. The price of Lethbridge coal, or coal mined within a circuit of seventy-five miles of Lethbridge, is $7.35 a ton. An inferior coal mined at Roche Persee and Estevan is sold at a less figure.

A new post office was opened at Lansdowne, costing about $40,000. By an overwhelming majority the ratepayers authorized the council to incur an expenditure of $90,000 for the purpose of re-enforcing the present water supply, and bring to the town by a gravity system the water from the flowing springs seven miles south of Moose Jaw. Tenders have been called for the carrying out of these improvements, which will give employment to large numbers until the work is completed. In consequence of the improvements for better

fire protection, by the appointment of a fire chief, the purchase of modern appliances, and probably the erection of a new fire hall, the insurance rates have been reduced thirty per cent.

Although the Canadian Pacific Railway Company has brought thousands of men into the country there is everywhere a scarcity of labour. Notices of men wanted for different classes of work were posted offering wages ranging from $2.25 to $2.50 per day for labourers. The harvesting of the crop in the district was about finished during August; it will be one of the best harvested. Wheat this year will probably average throughout this district not less than twenty-five bushels to the acre.

Construction on the Canadian Pacific Railway Company's line from Moose Jaw to Saskatoon and Prince Albert has been started from the end of the track, fourteen miles north of Moose Jaw, but progress was hampered by scarcity of labour. Railway employees were very busy throughout the month, and although the motive power and staffs were materially increased employees were kept busy, and a great amount of overtime was worked. It was thought by railway employees a year ago, when the Canadian Pacific Railway Company spent something over a million dollars strengthening and improving track and reducing grades between Moose Jaw and Swift Current, whereby a locomotive was enabled to haul a tonnage of 1,700 tons, instead of 750 tons, as previously, that a reduction in the staffs and mileage of trainmen would result, but traffic, both passenger and freight, has so increased that instead of reducing the opportunities for work, there are more trainmen employed than ever before.

A number of substantial houses have been erected by wage earners, which is strong evidence of the prosperity of the labouring classes.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were active and the crop will be a good one.

Manufacturing.—Factories were fully occupied.

Mining.—There was an increased output of coal at the Souris mines.

Railway construction and employment.—Railroad construction work was more active than in July, and opportunities for employment greater than the supply of labour; wages generally were slightly increased.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were very busy, and there were opportunities for all who were desirous of employment. Carpenters were receiving as much as $4 per day, and there was a scarcity of both carpenters and joiners.

Metal, engineering and shipbuilding.—Iron workers and helpers, machinists and engineers were very active. There was a good demand for steam engineers. Electrical workers and linemen were very busy on telegraph and telephone construction work. Blacksmiths, boilermakers, sheet metal workers, horseshoers, jewellers, etc., were very active.

Woodworking and furnishing.—Woodworkers were very active, and conditions with upholsterers, varnishers and polishers were good. Carriage and wagon makers, and car builders were active.

Printing.—Printers, pressmen, etc., reported conditions very active.

Clothing.—Journeymen tailors and garment workers were very active. Boot and shoe workers were exceptionally busy.

Food and tobacco preparation.—Bakers, confectioners, and ice handlers were very active, butchers and meat cutters were very busy, and cigarmakers and tobacco workers busy.

Leather.—Very active conditions prevailed among leather workers.

Miscellaneous.—Barbers were very busy, clerks and stenographers very active, and delivery employees very active. There was an increased demand for restaurant employees and a scarcity of competent workers.

Transport.—All employees were exceptionally busy.

Unskilled.—This class was fully occupied, and it was impossible to obtain sufficient men to fill the demand.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during August was in a very active condition, the general demand for labour being good and in some cases better than in July. Indications point to a very busy fall, so far as unskilled labour is concerned. All local industries were busy. The City Council has awarded one of the largest contracts for cement sidewalks ever allotted west of the great lakes, viz.: for 785,000 square feet, costing in the neighbourhood of $156,000; the contract was awarded to a local firm. The council also let contracts for water and sewer extensions amounting to nearly $100.000.

The builders' labourers employed by a contracting firm went on strike for an increase of pay from 25 to 30 cents per hour, which was granted them after being out a few days. A second strike, in which twelve of the city labourers were involved, has not been settled. The men have obtained work elsewhere, but the city has been unable to fill their places.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busy harvesting the winter wheat crop which is not as good as last year on account of the very dry weather last fall. There has been a good deal of rain this month. Farmers were also busy harvesting spring crops, and reported a shortage of farm help.

Manufacturing. — All industries were working full time to keep up with orders.

Railroad construction and employment. —There was no railroad construction work going on in this district, but the railway companies reported a shortage of labour for maintenance.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters and joiners were busy, stonecutters active, and lathers, plasterers, painters paperhangers, plumbers, gas and steamfitters were dull. Builders' labourers were very active.

Metal, engineering and shipbuilding.—Iron moulders, machinists, steam engineers, electrical workers, linemen, blacksmiths, boilermakers and sheet metal workers were busy.

Woodworking and furnishing.—Woodworkers were very busy, and carriage and wagon makers, car builders and coopers busy.

Printing.—Printers, pressmen and bookbinders were busy.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, and cigarmakers were busy.

Leather.—Saddlers and leather workers were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees, and laundry workers were busy.

Railroad construction and employment. —Train crews, railroad telegraphers, and trackmen were busy, and freight-handlers, cab drivers, hackmen, carters and draymen fairly busy.

Unskilled.—As is usual at this time of the year the demand exceeded the supply.

EDMONTON, ALTA., AND DISTRICT.

Mr. W. A. Deyl, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General activity was about the same in August as in July. The building trades were busy and additional mechanics could have been employed if material could have been secured more rapidly. It has been very difficult to supply the unusual demand for building material, especially heavy timber and steel. Home seekers continued to pour into the district. The Clearing House reports showed a healthy condition, large amounts of money passing through the banks of the city. Both wholesalers and retailers reported a very

good month's business. Real estate values were still on the increase.

Vermillion is now counted the most important point in the north, not alone on account of its large fur trade, but also because of its large cattle raising, wheat growing and flour milling industries.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather has been favourable for the harvest. In all sections of the country cutting was well under way. Harvest hands were scarce in the district, and farmers were dependent on the arrival of the harvest excursions from the East to bring them the necessary assistance.

Railroad construction and employment.—In spite of many difficulties that the Grand Trunk Pacific Railway Company has had to contend with the work on the grade was being rapidly pushed forward. At present there are seven camps in operation on the Vermillion and Battleford line, the grading outfits being located fifty miles from Battleford. The roadbed is being made sixteen feet wide, which is two feet wider than that of the Canadian Pacific Railway. It is expected that within two months the ten camps in the district will close at Vermillion, altogether covering a distance of about one hundred and fifty miles or more. There are forty carloads of steel rails in the Canadian Northern Railway Company's yards ready for the track laying machines, which will come from Battleford shortly. The steel will be laid on the Morinville branch, which will ultimately be extended to Athabasca Landing. Grading is progressing rapidly on the main line. The forty carloads of steel, previously mentioned, will lay eleven miles of track. The company has fifty miles of steel rails on the track this side of Winnipeg. The demand for labourers for railroad construction work remains active. A number of men employed receive $35 per month with board.

Manufacturing.—The flour milling industry was very active for this time of the year, owing to the influx of settlers into the surrounding district. A new steam laundry will be in operation shortly, which will give employment to a number.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and decorators, plumbers and gas fitters, stonecutters and builders' labourers were active.

Metal, engineering and shipbuilding.—Electrical workers, linemen, blacksmiths and horseshoers were busy.

Woodworking and furnishing.—All were active.

Printing.—Printing and allied trades were very busy.

Clothing.—Journeymen tailors and garment workers were active.

Food and tobacco preparation.—Bakers, butchers and meat cutters, and cigarmakers were busy.

Leather.—Leather workers and saddlers were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees were fully employed.

Transport.—All branches were fully employed.

Unskilled labour. — Labourers found steady employment.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout the Kootenay district during August was active, the demand for practical lumbermen, miners and unskilled labour being slightly in excess of the supply. Harmony prevailed between employers and employees throughout the district. By mutual agreement between the St. Eugene Mining and Milling Company and its concentrator employees, at Moyie, B.C., slightly over thirty in number, the men were granted a reduction in working hours from twelve to eight per day.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The fruit crop generally is excellent; apples, plums, pears and cherries being fully up to the average, though the yield of strawberries was short this year.

Lumbering.—The lumber mills were all busy and in a prosperous condition. The Mountain Lumbermen's Association, at Nelson, on August 9, decided to increase the price of common lumber $1 per thousand feet, with a slight advance in some other lines. The advance was deemed justifiable considering the increased cost of production. The association decided to be represented at the approaching forestry convention to be held at Vancouver on September 25 and 26, which is expected to be opened by the Governor General. Forest fires have caused material damage to the Layward timber limits, situated near Salmo, B.C., though checked by recent rains. On the 17th instant, fire at the Hunter mine, near Ymir, destroyed several towers of the company's aerial tramway.

Mining.—The receipts of the Hall mines smelter for July show a total of 4,866,-719 lbs. of ore treated, 1,871,723 lbs. of which represented lead contents. The "White Bear" mine, at Rossland, reported an important strike of rich ore early in the month. The annual meeting of the Second Relief Mining Company was held at Nelson, B.C., on the 4th instant, and the report presented showed $30,036.52 as the net profits for the past year, which was the first year of operations by the present company. The property is free milling gold, and only employs about seventeen or twenty men. The silver-lead camp at Ainsworth is reviving; the list of working properties now includes "Krao," "Spokane Trinket," "No. 1," "Maestro," "Donald and Black Diamond," "Albion United," "Tariff,' and "Blue Bell," across the lake. A find on the Krao, consisting of thirteen feet of good shipping ore and four feet of high grade ore, was reported. The "United" was also stated to have developed a good body of pay ore, while several other properties in the Ainsworth camp reported developments.

The Sandon and Slocan camps are said to have proved the richness of their ore-chutes at great depth; at a depth of one thousand four hundred feet the vein is reported eight feet wide, with clearly defined walls, containing high grade galena. The Arlington mine, near Slocan city, has started development with a force of eighteen men, and it is expected to be on the shipping list by winter. The Lardeau district appears to be receiving a new lease of life, the "Broadview" group having been recently bonded by American capitalists, while the property gives promise of becoming a valuable silver-lead producer. At Trout Lake, the "Lucky Boy" is being steadily developed by a force of about six men, shipping only the ore met with in development work.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. D. J. Stewart, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during August was exceedingly active, with good prospects of activity during the balance of the season. The shortage reported last month in farm hands and sewer workers has been overcome to a great extent, as the sockeye fishing is practically over and a great many men will be available for other employment. The large wharves and warehouse which are being erected by the Great Northern Railway Company are expected to be completed by September 1; the completion of these works will greatly facilitate the handling of the freight. It is expected that the Canadian Pacific Railway Company will extend its line from this city to Eburne, about fifteen miles down the Fraser River; this line would tap a rich agricultural and manufacturing section. At a meeting of the managing directors of the British Columbia Electric Railway Company and the reeves of the different municipalities interested in the building of an electric railway between this city and Chilliwack, a draft of a by-law was adopted to be submitted to the ratepayers on or before the 30th of September. The by-law embodies a ninety-nine year franchise, ten year exemp-

tion from taxation and three years in which to complete construction. The company will also be given the first opportunity of building any additional lines which may be needed to intersect the country through which the road will pass.

A British steamer arrived in port on July 30, took on a cargo of ties and cleared again. Work has commenced on the erection of a sawmill at Bon Accord on the Fraser River, about three miles from this city. Good shipping facilities are to be had from this point, both by rail and water. A new incinerator is being erected by the Royal City Mills Company. A contract has been let to build twelve new dwelling houses for the Fraser River Sawmill Company, to be occupied by employees. A large new tug was launched in this city on August 9 and will at once be put in service on the Fraser River. Plans were being prepared for an addition to the Royal Columbia Hospital, which will cost, when completed, about $50,000.

Two small strikes occurred during the month on steamers plying between this port and Chilliwack, caused by the demand of the deck hands for an increase in wages from $40 to $45 per month, including board and lodging. The companies refused the men's demand and new men were engaged.

The Royal Agricultural and Industrial Society completed arrangements for the holding of the annual fall show. The society announced a surplus of over $6,000 from last year, though about $45,000 was spent last year in new buildings and repairs for the accommodation of the Dominion exhibition.

Westminster branch, No. 1, of the Society of Carpenters and Joiners was organized on July 17.

The total production of the province for the year ending June 30, 1906, was over $50,000,000, and the population is in the vicinity of 200,000, including Indians, Molgolians, women and children. The value of lumber cut last year was about $7,500,000. Mining produced $22,461,325; agriculture produced $6,500,000, fruit growing and fishing make up the balance.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports were that splendid crops were assured in all lines. A good hay crop has been harvested and the grain is being safely garnered. Some difficulty was experienced in getting sufficient farm hands last month, but this, it is expected, will be overcome now that the sockeye fishing is practically over. The British Columbia fruit exhibit is attracting attention at the various fairs throughout the North-west, and the demand for British Columbia fruit was greater than the supply.

Fishing.—Sockeye fishing on the Fraser River was about over, and many of the fishermen have substituted their sockeye nets by spring salmon nets, there being some of these fish still running, and while the price is only 4 and 5 cents per lb. a spring salmon will weigh sometimes 25 pounds. The fishermen as a whole have done well this year. There has been a keen demand for sockeye salmon, as high as 40 cents per fish being reported paid by American buyers. Canadian canners paid as high as 33 cents, which is the highest price ever paid for fish on the Fraser River. The canners assert that there will be little profit on the season's business, not more than half of the pack anticipated being put up, and the prices of fish ruling high. The total pack of salmon on the Fraser River in 1906 is estimated at 156,107 cases or about 200,000 cases less than four years ago. The salmon pack on River Inlet was reported much larger than last year. A carload of red spring salmon was shipped from the Fraser River during the month to Germany. This is the first carload to go forward this season. The fish are cleaned and placed in barrels containing a light brine and capable of carrying seven hundred pounds, and are then shipped in cold storage arriving in good condition.

CONDITION OF PARTICULAR TRADES.

Building.—All were busy, builders' labourers being very busy. Gas and steamfitters were active.

Metal, engineering and shipbuilding.—All were busy, excepting electrical workers and linemen who were more or less dull on account of the strike.

Woodworking and furnishing.—Wood-

workers, car builders, and shingle weavers were busy, with carriage and wagon workers active.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors, boot and shoe workers were active.

Leather.—Tanners and curriers were active.

Miscellaneous.—Barbers, clerks, stenographers, and laundry workers were active. Delivery employees were busy.

Transport. — Steamboat firemen and steamboatmen, and street railway employees were busy, and ship labourers, longshoremen, teamsters and expressmen active.

Unskilled.—This class was very busy.

DISTRICT NOTES.

Chilliwack.—A telephone system will be installed, tenders having been called for some time ago, to supply the poles.

On the *Matsqui* prairie, the clay works were giving employment to a large number of men, all kinds of common and fancy brick and tile being manufactured. Later it is intended to add the making of porcelain. A town site has been laid and connection made with the Canadian Pacific Railway. Considerable damage was done in this district early in the month by forest fires. Two logging camps and much valuable timber was destroyed. Rain on the 12th instant prevented further damage.

VANCOUVER, B.C., AND DISTRICT.

Mr. Geo. Bartley, Correspondent, reported as follows : —

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in all lines continued active and the building trades will continue so till the wet season. Salmon was advanced in price owing to the scarcity of fish, fishermen receiving as high as 40 cents a fish this year, the highest price on record.

Building permits for the seven months ending July 31, 1906, amounted to $2,029,210, as against $1,414,955 for the corresponding period of last year. During the month of July 71 permits were issued, amounting to $284,470. The Land Registry Office receipts for the past month, as compared with those of the preceding month and the corresponding month of last year, were as follows:—

July, 1906	$7,801,05
June, 1906	4,790.85
July, 1905	3,266.35

Bank clearings were as follows:—

July, 1906	$10,565.706
July, 1905	7,311.065
July, 1904	6,573,713

It is estimated that about $300,000 worth of buildings were started this month, and real estate business continued active.

The salmon pack of the Fraser River and Northern British Columbia will commence to move next month to the United Kingdom. Large consignments will also be forwarded to New Zealand and Australia, Skeena River fish being taken to the latter market. Advices from River Inlet state a full catch had almost been completed (100,000) and that there was a shortage of cans. Some canners closed down before their time on account of scarcity of fish.

Forest fires destroyed unknown quantities of timber, and in some cases the logging camps had to close down. Rain fell on the 13th instant and put most of the fires out.

Large numbers of Sikh and Hindu labourers arrived during the month.

A uniform scale of log grading has been agreed upon between the British Columbia Shingle Manufacturers' Association, the British Columbia Loggers' Association, and the Provincial Supervisor of log scalers.

CONDITION OF PARTICULAR TRADES.

Building.—These trades had the busiest month on record in this province. The eight-hour day is general, wages high, the weather fine and all hands employed, with a slight demand for men.

Metal, Engineering and shipbuilding.—Iron moulders, iron workers and helpers, and coremakers reported trade goods with a few men idle. Machinists and engineers

were busy, electrical workers reported employment active. Blacksmiths, and especially horseshoers were busy.

Woodworking and furnishing.— Woodworkers were active. Upholsterers, varnishers and polishers were busy, with carriage and wagon makers conditions were unchanged from July, while shingle weavers reported trade fair.

Printing.—Newspaper compositors were well employed, but job hands were rather quiet, as is usual during the month of August. Pressmen were fully employed. The Chinese will issue a daily paper soon, the plant was being installed.

Clothing.—The tailoring trade was reported fairly active.

Food and tobacco preparation.—Bakers and confectioners were active, and cigar makers reported trade good, with a new factory started.

Leather.—Conditions were the same as last month.

Miscellaneous.—Barbers, who have a strike on, reported trade dull. The open shops were busy. Laundry workers were active.

Transport.—All engaged in these trades were busy.

Unskilled.—The demand for farm hands and railroad graders was active.

DISTRICT NOTES.

North Vancouver.—The electric lighting system was turned on on the 15th inst,, on which date loan by-laws were passed for $100.000, which will be spent on public works. The tug "Progress" was launched, being eighty-five feet long and fifteen wide, and built by the Wallace Shipyards Company, Limited.

VICTORIA, B.C., AND DISTRICT.

Mr. J. D. McNiven, Correspondent, reported as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market from the standpoint of the workman was never more satisfactory than during August. In some lines labour was in demand and all had fair to full employment. In the early part of the month cannerymen and fruit growers were short of help, but at the end of the month supply and demand were more evenly balanced. The managers of the British Columbia creameries are invited to meet at New Westminster on October 4, to consider matters affecting the selling price of butter in the province, and to provide for a system of cold storage. During the month the retail price of butter was advanced from 35 to 40 cents per lb., and cheese went up 2½ cents per lb. Cordwood was raised from $4 to $4.25 per cord. Owing to the large quantities of fruit exported from this province this year prices locally have advanced from 10 to 20 per cent.

A company has been incorporated to exploit the resources of Vancouver and adjacent islands in building materials. The properties at present controlled by the syndicate comprise the newly discovered deposits of marble on Nootka Sound, the quarries on Saturna Island, the Atkins lime plant and valuable clay deposits at Esquimalt. An option has also been obtained on the Haddington Island quarries.

Each vessel arriving from the Orient now brings a number of Hindus, and a large number of these people have found employment in local mills and factories.

Thirty labourers employed at the Esquimalt Marine Railway went out on strike on August 14 for time and a half for overtime. The trouble was settled on the 18th by the company conceding the demand.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. —Harvesting operations were in full progress, farmers reported crops good.

Fishing.—The sock-eye season has been the poorest on record. A conservative estimate places the pack at about one third that of last year, and two-thirds that of 1902, which was also an off-year. Trapmen operating on Vancouver Island coast are disappointed at the result of the season's work, but still have confidence in their method of taking fish. Trapmen have petitioned the Government for an extension of the season from August 25 to

September 15 so that spring salmon may be caught. The importance of the Halibut industry and the scope for development along that line is demonstrated in the following figures :—In 1899 approximately 6,877,640 pounds of that fish were caught; in 1904 the catch had advanced to 25,000,000 pounds, while in 1905 the returns show that 32,000,000 pounds were taken. The whole of this trade up to the present has been handled by two companies.

Lumbering.—Every mill in this district was operated to its full capacity, and the market for lumber was good. Fears were entertained that there will be a scarcity of logs during the winter months, notwithstanding the fact that the supervisor of log scalers states that during July 50,000,000 feet of logs were cut in the province, being the biggest month in the history of the industry.

Manufacturing. — All branches were busy throughout the month.

Mining.—Active development work was reported from all parts of the district and especially encouraging reports came from the Northern part of the province.

CONDITION OF PARTICULAR TRADES

Building. — These trades were busy throughout the month and full employment was reported by bricklayers, masons, carpenters, lathers, plasterers, painters, plumbers, stonecutters and builders' labourers.

Metal, engineering and shipbuilding. —The general condition of these trades was active and nearly every branch had full employment. Iron moulders, machinists, engineers, blacksmiths, boilermakers, iron shipbuilders, shipwrights and caulkers, sheet metal workers and horseshoers were busy, and electrical workers and linemen were fairly well employed.

Woodworking and furnishing.— Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers were busy.

Printing.—Printers reported a slight falling off in trade, but employment was fair. Pressmen and bookbinders were active.

Clothing.—Journeymen tailors were active, and garment workers very busy.

Food and tobacco preparation.—Bakers, butchers, and cigar makers were active.

Leather.—Harness makers and saddlers had a good month.

Miscellaneous.—Barbers reported fair employment; clerks, delivery employees and laundry workers were busy.

Transport.—Steamboatmen, steamboat firemen, ship labourers, longshoremen and street railway employees were active. Cab drivers and hackmen reported a good month, and carters, draymen, teamsters, and expressmen were well employed.

Unskilled.—Labour of this class was in demand.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, Correspondent, reported as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions have shown little change during August. There has been a steady demand for unskilled labour in nearly all branches, excepting in the building trades. There has also been activity in starting new lumber camps and in locating new sawmill sites, as well as large purchasing of timber limits. The lumber trade was still exceptionally active with prospects of continuing so for some time to come. Merchants reported a fair month's business. There have been no changes in the wages rates or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This has been a very busy month with farmers, who experienced a scarcity of labour for harvesting.

Fishing.—There was little employment.

Lumbering.—The sawmills were working full time, and some of them night and day. It was reported that a shortage of unskilled labour existed in the lumber camps, although a number of labourers were coming in from India. The camps were working to their utmost capacity.

Mining.—The coal mines in the city and district were working steadily all month,

and prospects were favourable for the fall and winter. The quartz mines on the west coast of the island were becoming more active and a good deal of development work is expected to be commenced soon.

CONDITION OF PARTICULAR TRADES

Building.—There was very little work, though plumbers were reported active.

Metal, engineering and shipbuilding.—Machinists and engineers were fairly well employed.

Miscellaneous.—Teamsters and expressmen reported work quiet.

Unskilled.—There has been a steady demand for labour, the demand slightly exceeding the supply.

NOVA SCOTIA LEGISLATION AFFECTING LABOUR, 1906.

THE fifth session of the thirty-third General Assembly of the Province of Nova Scotia began on February 22, 1906, and was prorogued on April 28, 1906. Among the acts assented to by His Honour the Lieutenant-Governor a number were of importance to industry and labour.

Safety of Coal Miners.

By an amendment to the Coal Mines Regulation Act a section was added permitting the Governor in Council to appoint, in each district defined for examination purposes, a commission of three persons possessing the same qualifications as members of the board of examiners, and who may be members of such board, for the purpose of investigating and reporting when safety lamps are required to be used in any mine in the district.[1] The fees and travelling expenses to be paid to the commissioners are to be determined by the Governor in Council.[2]

A section was added to the portion of the act which deals with the working of submarine area allowing an inspector to permit passageways between districts to be driven with a cross section and not exceeding 60 square feet.[3]

Qualifications of Check-Weighers.

A clause was added by the same act requiring a check-weigher employed in a mine to be a certificated miner of at least three years service, and to be at the time of his appointment employed as a miner in the colliery at which he is to serve.[4]

1 N.S. Stat., 1906, chap. 18, sec. 2.
2 N.S. Stat. 1906, chap. 18, sec. 3.
3 N.S. Stat., 1906, chap. 18, sec. 7.
4 N.S. Stat. 1906, chap., 18, sec. 1.

Penalties under Coal Mines' Regulation Act.

The section of the Coal Mines' Regulation Act dealing with penalties was amended. Persons other than an agent, owner, manager, underground manager or overman, guilty of an offence against the act, were previously liable to a penalty of $8.00; the amount of this penalty was changed to "not less than $1.00, nor more than $8.00." In defining the persons who may institute prosecutions against an owner, agent, manager, underground manager or overman, a person in or about the mine in which the offence was committed, was previously permitted to bring an action, provided he had been appointed in writing to do so by not less than 12 persons so employed. The provision in this clause was struck out by the act of the recent session, except when applied to contraventions committed prior to the passing of the act, or to contravention of the section of the chapter which refers to the payment of and deductions from wages.[5] The section of the original act, providing a penalty of not less than $50, nor more than $100, for contraventions of the clauses relating to wages, originally required that the penalty should be paid to the person aggrieved. This provision is now struck out.[6]

Deductions from Wages.

Two public acts were passed having reference to deductions from wages by employers, to be applied respectively to the payment of doctors' fees and to the purchase of houses by workingmen.

5 N.S. Stat., 1906, chap. 18, sec. 5.
6 N.S. Stat., 1906, chap. 18, sec. 6.

The first mentioned act was an amendment to the Company's Doctors' Act, which permits employees in all mining or manufacturing establishments in which a monthly deduction from wages is made for medical attendance to select the doctor to whom the allowance is to be paid. The act previously provided that if 125 employees, or, in mines where less than that number were employed, the majority of the employees, unite in specifying the doctor, the latter is to be recognized as the regular medical attendant of the company. This provision is amended so that if 40 per cent of the employees in any case specify the doctor, the latter is to be accepted by the company as their regular medical attendant.[7]

In connection with an arrangement made by the Dominion Coal Company, Limited, for assisting its employees to own their own dwellings, an act was passed permitting the company to retain from time to time, out of the wages of its employees, monthly installments in payment of lands and dwellings furnished to the employees through a real estate agency acting under agreement with the company. The deduction is only to be permitted, however, if an agreement has been entered into in writing with each miner.[8]

In a local act relating to the City of Halifax it was provided that deductions might be made from the pay of members of the police force and paid into a superannuation fund as follows:[9]—

Privates	$2.00	per month.
Sergeants	2.50	"
Deputy chiefs, city marshalls	2.50	"
Chief of police	3.00	"

Government Operation of Mines.

The section of the Mines and Minerals Act of the Revised Statutes relating to the forfeiture of mining leases was amended by the addition of provisions permitting the Government, in cases where the forfeiture of a lease and the resulting cessation of mining operations cause danger to a plant or minerals, or in any way endanger the property and interest of His Majesty the King, to take possession of the workings and plant on behalf of the Crown, to keep the same free from water and ventilated, and, if considered expedient, to operate the same, installing any necessary plant and generally protecting the workings and plant unimpaired for the payment of overdue royalties, for the future working thereof and as an asset of the province. The Commissioner of Mines is specifically permitted to employ all such labour, skilled and other, as may be requisite for the above purposes, and to require the assistance of any and every person in carrying out the provisions of the act. Refusal to assist the Commissioner without reasonable excuse is made punishable by a minimum fine of $100, or imprisonment for three months. The wages of employees are to be fixed by the Commissioner, but must not be less than is usual or customary for the respective classes in the locality. All expenses incurred in this connection are to be paid out of the provincial treasury. A lien upon the lease, workings and other property taken possession of, for all expenditures incurred for the purpose of preserving and protecting the same, accrues to the Commissioner, the lien having priority over all other liens, mortgages or charges upon the property, whether prior to or subsequent to the taking possession of the property. While the Commissioner is in possession of a mining area as above, no applications for mining licenses or leases in respect of the area may be received in the Mines Office, and no license or lease covering the area, or any part of it, may be granted thereafter, except upon such conditions as to the payment or discharge of a lien created under the act, and for the future working of the property as the Commissioner may prescribe. If the lease has not been forfeited possession of the area of the plant will be delivered to the lessee upon his furnishing satisfactory proof to the Commissioner that he is able to preserve and protect the property and interests of His Majesty the King as lessor of the area and upon payment and discharge of the Commissioner's lien.[10]

7 N.S. Stat., 1906, chap. 53, sec. 1.
8 N.S. Stat., 1906, chap. 95.
9. NS. Stat., 1906, chap. 61.
10. N.S. Stat., 1906, chap. 16.

Inspection of Creameries, Cheese Factories, Dairies, Meats, etc.

An important act of the session was an amendment to the Public Health Act, which widely extended the application of the original measure. Under the new provisions, all milch cows and cow byres, all dairies or other places in which milk or its product is sold or kept for sale, and all cheese factories and creameries, are to be subject to regular inspection under the direction of the Board of Health in any locality where these products are made or sold. Permission in writing must be obtained from the Board by the proprietors keeping a dairy or other place in which milk is kept or sold, which permission is to be granted only on the approval of the Board after inspection. All such establishments, moreover, are to be conducted in such a manner as to secure absolute purity in the milk. Provision is also made for the regular inspection of slaughter houses under the same terms as above. The appointment of as many inspectors as may be necessary to enforce the act by any Board of Health is provided for, the powers and duties of the inspectors being defined in full detail. A record of the names, residences and places of business of persons engaged in the sale of meat, milk and other food products, is to be kept by the Board, and permits to engage in business may be revoked if upon inspection any unsanitary condition should be found present, including infectious disease in the family of the butcher, dairymen, or other employees, or among the animals furnishing the milk. Ice used for human consumption must not be taken from any body of water defiled by sewage or refuse of any kind.[11]

The provision of the Public Health Act relating to meetings of local boards was made more stringent. In future local boards must meet for organization in the month of January, or as soon after as possible, instead of as occasion requires, as previously. Meetings of such boards may also be called by the provincial health officer, or the local health officer, as well as by the municipal council, as previously.[12]

11 N.S. Stat. 1906, chap. 22.
12 N.S. Stat. 1906, chap. 23, sec. 4.

The organization of local health boards is defined as one of the duties of the local health officers.[13]

The clause of the original act empowering municipal councils to appoint sanitary inspectors was enlarged by a provision permitting the Provincial Health Officer or the local Health Officer to appoint temporary inspectors, whose duties are defined.[14] Various other provisions adding to the stringency of the act in matters of detail were passed.[15]

Protection of Children.

An act "for the protection and reformation of neglected children" was passed providing for the establishment of temporary homes or shelters for neglected children and for the cost of maintaining the same, under the management of incorporated children's aid societies.[16] Provisions for the apprehension of neglected children, if under the age of 14 years in the case of a boy, and of 16 years in the case of a girl, and for the investigation of the circumstances leading to the apprehension are added.[17] A children's aid society, to the care of which any child is committed under the act, is to be the legal guardian of the child, and is required to use special diligence in providing a suitable home for the child until 18 years of age under a written contract securing education and proper treatment.[18] The employment of a child in any brewery, or in any shop, saloon, tavern or other place where intoxicating liquors are made, bottled or sold, is to be regarded as sufficient evidence of his being neglected and to warrant apprehension.[19]

Pensions.

By an amendment to the Education Act, teachers who have taught in the public schools for 35 years, or who have attained the age of 60 years, after 30 years' service, are entitled to retire with an annuity equal to the provincial aid granted to teachers

13 N.S. Stat. 1906, chap. 23, sec. 7.
14 N.S. Stat. 1906, chap. 23, sec. 9.
15 N.S. Stat. 1906, chap. 23, secs. 1, 2, 3, 6, 10 and 11.
16 N.S. Stat. 1906, chap. 54, secs. 4 and 5.
17 N.S. Stat., 1906, chap. 54, secs. 7 and 8.
18 N.S. Stat., 1906, chap. 54, sec. 9.
19 N.S. Stat., 1906, chap. 55, sec. 2.

of their class, though no teacher may receive more than $150 per annum under this section. Teachers becoming totally incapacitated after 20 years' service are entitled to the same annuity as above during the continuance of the total incapacity. These annuities may be supplemented by school boards, municipal councils and trustees, under systems or regulations approved by the council. Moneys payable under this act are not to be transferable or liable to be taken by legal process. The act comes into force on September 1, 1906.[20]

A special act was passed to provide a superannuation fund for officials and employees of the City of Halifax.[21]

Miscellaneous.

Employers of labour in the Town of Inverness were, by special act, required to furnish the assessor or the town clerk in writing, within 10 days after demand, with the name and address of each of their employees, by way of assisting the town in obtaining the names of persons liable for *poll tax;* a maximum penalty of $20 for each offence was named in the act.[22]

In an act "respecting the performance of *hard labour in common jails*" it was provided that the labour might be performed either in the jail, jail yard, or in any part of the jail limits, or in any place within the county in which the jail is situated. By-laws and regulations for the proper enforcement of commitments requiring hard labour may be passed by the council or any municipality. The sheriff may deliver a prisoner on the written order of the warden of a municipality or chairman of any committee appointed in relation to hard labour sentences, or any person designated by the municipal council, to any person named in the order, for the purpose of performing hard labour.[23]

The section of the Act for the *protection of woods against fire,* defining the precautions to be used as to locomotives, was amended by requiring that the bonnet or screen of iron or steel wire netting with which the smoke stack is to be provided, should not be greater than five-sixteenths of an inch between the wires.[24]

In the act dealing with the regulation and *inspection of provisions,* lumber, fuel and other materials, the fees of coal measurers, were reduced from 8½ to 6 cents per ton.[25]

The Mayor of Halifax was authorized and empowered to pay out of contingent account the annual subscription fee to the *Union of Canadian Municipalities* the expenses of representatives to the meeting of that body, and the expenses of representatives to the Federal Government in matters concerning the City of Halifax.[26]

With reference to the *taxation of railways,* the exemption granted under the Assessment Act to the "road, rolling stock, bed, track, wharves, station houses, buildings and plant used exclusively for the purposes of any railway," exempted under the authority of the Legislature of Nova Scotia, was extended also to cover railways exempted under act of Parliament of Canada.[27] The act of 1905 exempting railways in course of construction or in operation under Provincial or Dominion legislation from local taxation was repealed.[28] The sections of the provincial railway act, referring to the by-laws, rules and regulations of railway companies (206 to 214), were made applicable to tramways.[29]

Free transportation for members of the Legislative Council and House of Assembly of Nova Scotia, and for civil servants engaged in work connected with railways, was provided for on railways and on subsidized steamboats, packets or ferry boats.[30]

By an addition to the Liquor License Act common carriers and express companies were forbidden to *convey liquor* into any county, city or town in which the Canada Temperance Act is in force, or in which no licenses are issued, to be paid for on delivery. The minimum penalty

20. N.S. Stat. 1906, chap. 7.
21. N.S. Stat., 1906, chap. 67.
22 N.S. Stat., 1906, chap. 121.
23. N.S. Stat., 1906, chap. 41.
24 N.S. Stat., 1906, chap. 13.
25 N.S. Stat., 1906, chap. 51.
26 N.S., Stat., 1906, chap. 61, sec. 17.
27 N.S. Stat., 1906, chap. 24, sec. 1.
28 N.S. Stat., 1906, chap. 24, sec. 2.
29. N.S. Stat., 1906, chap. 5. secs. 1 and 2.
20 N.S. Stat., 1906, chap. 25, sec. 3.

was fixed at $20 for each offence.[31] Brewers, distillers or dealers sending liquor to such localities are liable to a penalty of $50 for the first offence, $100 for a second and $200 for a third offence, with cancellation of license for a repetition of the offence after a second conviction.[32].

The rule by which *assessors* are to be governed in making up assessment rolls with reference to property under the control of an executor or guardian was amended so as to include income with other property.[33]

The *wages* of policemen at Halifax were fixed as follows, after May 1, 1907:—

Rank.	Old Rate.	New Rate.
Privates.....	$400 for 1st year and $550 for each year thereafter.	$400 for 1st year & $50 additionnal each year until $600 is reached.
Sergeants.	$600 for 1st year & $650 for every year thereafter.	$650 for 1st year & 700 for every year thereafter.
Deputy chiefs & city marshall..	$640 for 1st year & $800 for every year thereafter.	To be fixed by police commission but not to exceed $800 per year.

31 N.S. Stat., 1906, chap. 3, sec. 2.
32 N,S. Stat., 1906, chap. 3, see. 1.
33 N.S. Sat., 1906, chap. 29.

In addition members of the force are to be provided with necessary uniforms.[34]

An act was passed with reference to the *taxation of manufacturing industries* in the City of Halifax, defining the power of the city council to exempt, and referring to the rating of companies which have extended their business.[35] An act was passed imposing taxation on all chartered banks doing business in the City of Halifax. The tax includes a rate on real property, a license of $1,000 per year, and a rate on the average volume of business. The minimum of the last was placed at $750 per year.[36] A separate act relating to the taxation of companies in the City of Halifax was also passed.[37]

Acts were passed *incorporating* Mayflower Lodge of the Provincial Workmen's Association and the Dominion Coal Employees' Insurance and Provident Society.

34 N.S. Stat., 1906, chap. 6, sec. 5. See also N.S. Stat., 1901, chap. 56, sec. 221.
35 N.S. Stat., 1906, chap. 64.
36 N.S. Stat., 1906, chap. 63.
37 N.S. Stat., 1906, chap. 68.

ONTARIO LEGISLATION AFFECTING LABOUR, 1906.

THE second session of the Eleventh Legislature of the Province of Ontario, which assembled on February 15, was prorogued on May 14* A number of important measures were enacted during the session, including consolidations and enlargements of the Ontario Mines and Railway Acts, statutes providing for the appointment of a Railway and Municipal Board and of a Hydro-Electric Commission, and an act providing for the examination of stationary engineers. A review of these and other measures of the session, of importance from the standpoint of industry and labour, is given below.

The Railway and Municipal Board.

An important act of the session was one providing for the appointment of a commission to be known as "The Ontario Railway and Municipal Board," to whom the powers and duties previously assigned the railway committee of the Executive Council were transferred in greatly extended form. Under this measure the jurisdiction of the board is made applicable to street and electric as well as to steam railways, and the members are required to give their entire time to the work, stringent provisions being inserted to ensure their personal disinterestedness. Provision is made for the appointment of a secretary and for the engagement of expert and other assistants.

The jurisdiction and general powers conferred upon the board are of a comprehensive character. In addition to the authority vested in it by the amended Railway Act of the session, it is given specific power to investigate complaints with respect to neglect of duties, under any act, regulation, order or agreement affecting railways or municipalities. Man-

* The volume containing the statutes passed at this session was issued during the month of August and a copy received at the Department of Labour through the courtesy of the *King's Printer* of Ontario. For the sake of greater accuracy the review of this legislation was held until such time as the statutes were available in printed form.

datory and injunction orders may be issued by the board and have the same powers as orders of the High Court of Justice, and the decision of the board upon questions of fact is to be binding and conclusive. The board may act of its own motion or may conduct investigations upon the request of the Lieutenant-Governor-in-Council. Regulations may be issued with respect to means of passing from car to car and of coupling cars, with special reference to the safety of employees. It may also pass regulations requiring shelter for employees, respecting devices to avoid fires, respecting the protection of employees and of the public, and with regard to rolling stock and other matters, and may provide penalties for offences against the same, though these and other regulations must not impair or lessen any obligations or privileges enjoyed by a company under special act or agreement. The method to be followed by the board in enforcing orders, and the general subject of practice and procedure are defined at length in the act. Provision is also made for appeals in certain cases. The powers conferred upon the board in conducting an investigation, whether of itself or through a person appointed by the board, are also carefully defined.

The powers transferred to the board with respect to municipalities were those previously vested under the Consolidated Municipal Act, 1903, in the Lieutenant-Governor-in-Council, in regard to the following:—(a) the adding to or taking from a municipality any territory, (b) the annexation of territory, (c) the alteration of boundaries, (d) the approval or confirmation of by-laws relating to finance, debentures or sinking fund, and, (e) the approval of by-laws relating to highways, electric railways, gas or water works, and other public utilities. The board was also given power to require telegraph, telephone, light, heat and power companies to adopt any appliances or precautions deemed necessary for the safety of life and property. It may also try cases of breach of agreement between municipalities and railway companies. The bookkeeping of public utilities operated under the control of a municipality is to be under the supervision of the board, and it may require extracts and statements therefrom.

Provision is made for an annual report by the board setting forth an abstract of its proceedings, the result of any investigations conducted, statements as to the actual working of the railway systems of the province with suggestions relating thereto, tables and abstracts of railway companies' reports, and a statement of its expenses and imbursements.

Arbitration and Mediation of Labour Disputes.

A section of this act which is of special interest to labour is one providing that disputes between a railway or street railway company and its employees may be submitted to the board for determination or settlement. The submission must be in writing and must set forth the cause of the dispute, with an agreement to abide by the determination of the board and to continue in business or at work without lock-out or strike during the investigation. The board must thereupon investigate the matter in controversy and render its decision within ten days after the completion of the investigation. Procedure is to be in general the same as in other inquiries conducted by the board, though the board may regulate proceedings at its discretion.

Provision is also made for action on the part of the board in the case of a strike or lock-out of the employees of a railway company, street railway company or public utility, in the way of conciliation and mediation. The board is required in this connection to proceed as soon as practicable to the locality of the strike and to endeavour to effect an amicable settlement. Where the parties to a strike will not consent to submit the matters in controversy to the board, and if the general public appears likely to suffer injury or inconvenience with respect to food, fuel, light, power, transportation facilities, or in any other respect, the board, after having made an effort to settle the dispute by conciliatory means, and having failed,

may proceed on its own motion to make an investigation of the facts bearing on the dispute. The findings of the board must thereupon be made public with such recommendations as in the opinion of the board will contribute to a fair and equitable settlement.[1]

The Railway Act Consolidation.

An act respecting steam, electric and street railways was passed, consisting of a consolidation of previous legislation with various amendments and enlargements.[2] The more important sections of the act, as a whole, relating directly to the employment of labour, may be briefly summarized as follows:—

In the sections relating to trains, cars and appliances, various provisions have reference to brakes, couplers, ladders, draw-bars, train equipment, etc., for the protection of employees and the public.[3] The comfort and safety of conductors and motormen on electric railways are safeguarded by clauses requiring front and rear vestibules on winter cars, and proper aisles and side steps on open or summer cars. Passengers are not allowed to stand on the side steps under a penalty of not less than $2 or more than $10, with costs.[4] Lavatories must be provided for the use of street railway employees while on duty.[5] The packing of railway frogs, crossings, wing rails, etc., and the proper location of oil cups on locomotives are provided for.[6] The appointment of inspecting engineers is also provided for and their duties carefully defined.[7] The act also requires that motormen are to be appointed only after a thorough examination as to habits, physical ability and intelligence, and after suitable instruction, their first service to be on the lines least travelled.[8] The examination of railway employees for colour blindness is also provided for.[9] The wages of labourers on the construction of lines subsidized by the legislature must be such as are generally current in the district in which the work is being performed,[10] and every labourer is entitled to a lien for his wages, not exceeding the wages of 30 days, on railway company, enforceable as provided under the Mechanics' and Wage Earners' Lien Act.[11] The employment of certain railway employees for a period greater than 16 hours is forbidden, except after an interval of six hours' rest.[12] The selling of intoxicants to railway employees while on duty is made punishable by a fine of $25, or imprisonment for one month, or both.[13] A person who is intoxicated while in charge of a locomotive engine or electric motor, or while acting as a conductor, is liable to a penalty of $200, or imprisonment for one year, or both.[14]

Provisions are included relating to the connection of municipal telephone systems with the lines of telephone companies, [15] the expropriation of lands by a railway company with the consent of a municipality for the purpose of building switches or sidings to industries,[16] municipal bonuses and loans to railways,[17] and the use of the right of way of railways by the Crown for the transmission of power to municipalities.[18]

Street or electric railways, under a clause of the act, are not to be operated on Sundays except for the purpose of keeping the track clear of snow or ice, or other work of necessity, with the exception of companies which have regularly run cars on Sunday prior to April 1, 1907, and in certain other specified cases.[19] In a section defining the power of an electric and street railway to acquire lands for parks or places of public resort it is stipulated that such parks or pleasure grounds are not to be used for games, excursions or other public entertainments on Sunday.[20]

1 Chap. 31, secs. 58 and 59.
2 chap. 30.
3 chap. 30, sec. 76.
4 chap. 30, secs. 79 to 82; see also R.S.O. chap. 223, sec. 569.
5 chap. 30, sec. 213.
6 chap. 30, sec. 83.
7 chap. 30, secs. 162 to 168.
8 chap. 30, sec. 221.
9 chap. 30, sec. 222.
10 chap. 30, sec. 225.
11 chap. 30, sec. 226.
12 chap. 30, sec. 227.
13 chap. 30, sec. 244.
14 chap. 30, sec. 245.
15 chap. 30, sec. 56, see also chap. 4.
16 chap. 30, sec. 70.
17 chap. 30, sec. 130,
18 chap. 30, sec. 256.
19 Chap. 3, sec. 193; see also R.S.O., c. 209, sec. 136
20 Chap. 30, sec. 197.

The Mines Act Consolidation.

An important act of the session was an enlargement and consolidation of the Mines Act. By this act the interpretation clause of the former act was considerably extended and the application of the act more carefully defined, while the power of regulation by the Lieutenant-Governor-in-Council was amplified. One of the most important provisions of the statute provides for the appointment of a mines commissioner, who is to be regarded as an officer of the High Court and to be a barrister of at least ten years' standing at the Bar of the province. The jurisdiction and powers of this officer are set forth at length, and full instructions given as to proceedings, sittings, decisions, costs, etc. The act also creates a Deputy Minister of Mines in place of a Director of Mines, as previously.[21] Provision is also made for the appointing of provincial geologists and of a provincial assayer. The powers and duties of mining inspectors are increased, with special reference to the securing of health and safety in mines and smelters. The appointment of mine recorders, for the settlement of disputes between licensees, is provided for, and their powers and duties defined, with special reference to the inspection of claims, appeals from a recorder to the mining commissioner being permitted. The employment, notwithstanding anything in the Public Service Act, of professors or other persons engaged in educational institutions to investigate the mineral resources of the province is provided for in a special section. Provision is also made for the proclaiming of special mining divisions where localities are reported or shown to be especially rich in ores or minerals. The provisions with regard to licenses or license holders are made more stringent. In connection with the staking, holding and working of mining claims, working and prospecting permits, the carrying out of working conditions and the surveying of mining claims, various additions of an important character are made to the original act. Sections are also devoted to placer mining and mining partnerships, the latter subject being dealt with at some length.

In connection with the protection of labour in mines, provision is made for the holding of an inquest in connection with any fatality occurring in a mine, by a coroner who is to be in no way in the employ of the mine owner. By a special section miners, mechanics, labourers and other wage earners performing labour in connection with a mine are granted a lien for their wages, not exceeding the wages of 30 days' work, or a balance equal thereto, the lien to be enforceable in the manner provided for under the Mechanics' and Wage Earners' Lien Act.[22]

The Hydro-Electric Power Commission.

In connection with the important subject of the development and transmission of electric power for the use of municipalities, an act was passed providing machinery for the practical co-operation of towns and cities in the work through a central hydro-electric commission, to consist of three persons, one to be a member of the Executive Council. The commission is empowered to appoint a secretary and such other officers, accountants, workmen, etc., as may be deemed advisable. The leading clause of the act provides that a municipal corporation may apply to the commission for the transmission of electrical power or energy and that the commission may, thereupon, furnish estimates of the cost of constructing, installing and maintaining a system, together with plans and specifications of the work. A statement of the terms and conditions upon which electrical power may be supplied, with a form of contract to be entered into between the municipality and the commission, is also to be furnished by the commission, the contract to be entered into and executed on the passing of a by-law by the electors of the municipality to that effect. The commission is empowered to supply power to railways and distributing companies, the profits to be applied to reducing the cost of maintenance to municipalities of any works constructed and operated by the commission. The powers of municipalities which have en-

21 Chap. 11; see also chap. 10, sec. 4.

22 Chap. 11, sec. 188.

tered into a contract with the commission, as above, are fully defined, with special reference to the relations of the municipality with existing light or gas companies. The commission may report from time to time to the Lieutenant-Governor in Council with regard to lands, water privileges, machinery, plant, etc., of existing companies which, in the opinion of the commission, ought to be taken over for the purposes of the act. The commission may also, on the authority of the Lieutenant-Governor in Council, acquire any lands or works, or any plant and property of a transmission company, or any power produced by a company, any expenditure made upon works by the commission is to be repayable to the commission by the municipal corporations which have entered into contracts. Provision is also made for annual proportional payments by municipalities to be applied to interest and sinking fund account and to operating expenses, the apportionment of these amounts to be determined by the accountant of the commission. The government is authorized to raise the funds necessary for the work of the commission, the latter to account for all monies received and the application made of the same. Provision is also made for the hearing of complaints against the commission brought by municipalities, but no action may be brought against the commissioners without the consent of the Attorney General of the province. The commission is required, when so directed by the Lieutenant-Governor in Council, to enquire into and report with regard to the value and capacity of water powers and privileges within the province, every report of the commission of this nature to be laid before the Legislative Assembly at its next ensuing session.[23]

Qualifications of Stationary Engineers.

An important addition was made to the act respecting stationary engineers requiring the appointment of a board of thirteen examiners, each holding office for three years, and empowered to make regulations from time to time, subject to the approval of the Lieutenant-Governor in Council, respecting the examination of candidates for certificates of qualification, including the subjects, time and place of the examination, proof to be furnished by candidates as to capacity, sobriety and good character, and the issuing of certificates of qualification. The fixing of fees and the cancellation or suspension of certificates may also be regulated by the board. A register of those to whom a certificate of qualification is granted is to be kept by the secretary of the board, and no person who is not the holder of a certificate is allowed to operate or have charge of, for more than 30 days at a time, a steam plant operating an engine of over 50 horse-power, on or after July 1, 1907. The employment after the same date of a person who is not duly certificated is also prohibited, under penalty of not less than $10 nor more than $25 with costs. An engineer holding a certificate from the Ontario Association of Stationary Engineers or in charge of a steam plant acting under the provisions of the act, or who has had at least two years' experience in the operation of such a plant, and who applies to the board before July 1, 1907, is entitled to receive a certificate of qualification from the board upon payment of a prescribed fee. An appeal to the Minister of Agriculture is permitted from the decision of the board. The board is required to report annually with regard to the number of certificates granted, and the persons to whom the same were granted, the number of applications received, the number of certificates cancelled and the cause thereof, the amount of fees received, the expenses of the board and such other matters as may be directed by the Minister of Agriculture or the Lieutenant-Governor in Council. A certificate held by any person under the act must be at all times exposed to view in the engine or boiler room in which the person is employed and failure to expose such a certificate is to be regarded as *prima facie* evidence of lack of qualification. The act is not to apply to the operation of a steam plant operating an engine of less than 50 horse-power[24]

23 Chap. 15.

24 Chap. 26.

Inspection of Dairies.

A special act was passed for the appointment, upon recommendation of the Minister of Agriculture, of Dairy Inspectors, for the better enforcement of the act to prevent fraud in the manufacture of cheese and butter. The right of free access and admission to cheese factories and creameries throughout the province, and to the premises of persons supplying milk or cream to factories or creameries, is conferred upon the inspectors. Additional clauses were added requiring every person supplying milk or cream to a cheese factory or creamery to keep his dairy, milk house, stand, vessels, etc., in a clean and sanitary condition. Cheese factories and their surroundings are also required to be kept clean and sanitary, the water used for the manufacture of dairy products to be clean and pure. Owners or managers violating the above provisions are made liable to a penalty of not less than $50 and not more than $200 with costs, or imprisonment for not more than six months.[25]

In an amendment to the municipal act, by-laws were permitted preventing the sale of fruits, candies, peanuts, etc., from baskets or cars on the street. Market gardeners and farmers selling or delivering produce are not included in the prohibition.[26]

Encouragement of Forestry.

A special act was passed conferring power on township councils to exempt woodlands by by-law from municipal taxation to the extent of one acre in ten and not more than twenty-five acres held under a single ownership. The term "woodlands" was defined as meaning lands having not less than four hundred trees per acre of all sizes, or three hundred trees measuring over two inches in diameter, or two hundred trees measuring over five inches in diameter, or one hundred trees measuring over eight inches in diameter, of white or Norway pine, white or Norway spruce, hemlock, tamarack, oak, or other specified woods. The lands, moreover, must have been set apart by the owner for the sole purpose of fostering the trees, and must not be used for grazing live stock.[27]

Provision is made for the appointment of a Deputy Minister of Lands and Forests, to be attached to the Department of Lands, Forests and Mines.[28]

Special provision was made for the appointment of fire rangers during the construction of any railway passing through public forests, whether under timber license or not, the expenses in connection with such fire ranging to be borne by the railway company concerned.[29]

Land Grants to Volunteers.

With reference to land settlement and colonization, the act of 1901 providing for the appropriation of lands for the volunteers who served in South Africa and on the Canadian frontier in 1866, was amended by the addition of a section providing for the withdrawal of lands from reservations made for the purpose of the act, and for the substitution of other lands in their stead. The section providing that not more than one location may be allowed to the square mile within the territories set apart, was altered so as not to apply to townships exempted from the provision by the Lieutenant-Governor in Council. Lands located under the act are made subject to the provisions of the Mines Act and to mine leases or licenses issued prior to location. The redemption of land scrip by the provincial treasurer is made contingent upon the payment of $50 to the holder instead of 50 cents per acre as previously. The time for filing claims was extended from January, 1906, to August, 1906. Land patents under the act are to be issued in future to persons applying for the same within ten years of the date of location and without the performance of settlement conditions, but after the date of the patent the land is liable to taxation and the pine timber is reserved to the crown.[30]

25 Chap. 48.
26 Chap. 34, sec. 27.
27 Chap. 42.
28 Chap. 10, sec. 4.
29 Chap. 49.
30 Chap 13.

Municipal Telephone Systems.

Means for the establishment and operation of municipal telephone systems are provided in separate act, which confers on municipal councils the right to provide, by by-law, at the expense of the subscribers, and after receiving a petition from the same, a telephone system to be vested in the municipal corporation undertaking the work in trust for the benefit of the subscribers. The powers of the corporation in installing the system are defined and provision made for meeting the cost of construction and maintenance by the subscribers. Systems of this nature may be extended into other municipalities and connected with other systems, provisions being made for the establishment of exchanges. The Ontario Railway and Municipal Board is given power to fix from time to time the standard requirements of systems installed under the act.[31]

In further reference to the operation of public utilities by municipalities the section of the Municipal Waterworks' Act relating to the appointment of water commissions was enlarged and amended.[32]

Taxation of Railways, Banks, etc.

The tax payable by steam or electric railways operating in the organized counties of the province was increased from $30 to $60 per mile, and, where the line consists of two or more tracks, from $10 to $20 per mile. In unorganized territory the tax was increased from $20 to $40 per mile for one track, and from $5 to $10 per mile for each additional track. The track of an electric railway situated upon any public highway, or within the limits of a city is exempted from this provision.[33] Street railway companies operating or working a street railway partly within a city and partly on public highways outside the limits of the city are required to pay a tax of $10 per mile on the portion of the track lying outside of the limits. Mileage is to be computed on the single track, each mile of double track being counted as two miles of single track.[34]

The tax on banks was fixed at $100 for the head office in the province and $25 for each additional office, branch or agency, the provision that no tax shall be levied upon more than one office or branch in any one city, town or village being rescinded.[35]

A provision was inserted in an amendment to the Supplementary Revenue Act of 1899 providing for the distribution of one half of all revenues derived from railway taxation among the different cities, towns, incorporated villages and organized townships of the province in proportion to population, the municipalities being debited with the cost of maintaining patients in the provincial asylums at the rate of ten cents per day for each patient belonging to the municipality. The balance remaining at the credit of the municipality is to be forthwith paid over by the provincial treasurer, but the municipality is not to be liable for any payment should the amount charged exceed the amount credited.[36]

Miscellaneous.

An Act providing means for the organization of *horticultural societies* was passed.[37]

An Act was passed authorizing the Government to renew the guarantee of the loan made to the Associated Industries at *Sault Ste. Marie,* for a period not exceeding one year from May 1, 1906. The Government is also permitted to guarantee the principal of a new loan in substitution to the existing loan.[38]

In an act "to regulate the speed and operation of *motor vehicles* on highways" it is provided that persons in charge of such vehicles must use reasonable precautions not to frighten horses, and must stop on a signal.[39]

By an amendment to the liquor license laws, *bartenders* before engaging in their

31 Chap. 41.
32 Chap. 40, sec. 2.
33 Ont. Stat. 1906, chap. 9, sec. 2.
34 Ont. Stat. 1906, chap. 9, sec. 3.
35 " " " 1.
36 " " " 4.
37 Chap. 3 and 32.
38 Chap. 18.
39 Chap. 46, sec. 10.

occupation are required to take out a license. Licenses are not to be issued to persons under 21 years of age or to persons not of good character, or to women. The license fee is $2, and the term of the license one year. For acting as a bartender without a license, or for employing an unlicensed bartender, a penalty of not less than $10 and not more than $20, or imprisonment for a period not exceeding one month, is imposed for every day or portion of a day during which the violation of the act continues. The temporary employment of unlicensed bartenders is permitted for not more than two days in any one month.[40]

The appointment of an advisory board to assist the Minister of Agriculture in the management of the *Agricultural College* and farm was also provided for. The members of the board are not to exceed seven, composed as follows:—The Deputy Minister of Agriculture (Chairman), the president of the college, and three graduates or associates of the college not members of the staff. The Minister may also recommend two additional persons who are not graduates or associates of the college.[41]

Of special interest to agriculturists was an act respecting *agricultural associations*, in which the method of procedure to be followed in organizing such associations, the powers and duties of officers, and formation of farmers' and women's institutes are set forth in detail.[42] By an amendment to the General Road Companies' Act it is provided that vehicles loaded with straw being carried into a town or city for the purpose of exchanging the same for manure to be brought back the same day, must be exempted from tolls.[43]

In connection with *government operation of utilities*, an act was passed confirming the Order in Council dated August 14, 1905, withdrawing from exploration for mines or minerals, and from sale, lease and location, certain lands known as the Gillies Brothers' timber limit situated in the vicinity of Cobalt, Ont., and also the lakes knows as Cobalt and Kerr Lakes. In the same acts the general principle that lands and mining rights might be withdrawn from exploration, and the patent or lease repealed at the instance of the Crown, was affirmed.[44] The Temiscamingue and Northern Ontario Railway Commissioners were given authority to sell or otherwise dispose of mines, minerals and mining rights on the right of way or on town sites vested in the commission.[45]

40 Chap. 7, sec. 46.
41 Chap. 56.
42 Ont. Stat. 1906, chap 17.
43 " " 28.
44 Chap. 12.
45 Chap. 14.

PRINCE EDWARD ISLAND LEGISLATION AFFECTING LABOUR, 1906.

THE second session of the thirty-fifth General Assembly of the Province of Prince Edward Island, which assembled on March 13, was prorogued on April 21, 1906. The following is a review of the more important measures passed affecting industries and labour*:—

Protection of Oyster Fisheries.

An act designed to render protection to the oyster fisheries of the province provides for the making of official surveys of the beds or bottoms of bays, rivers, harbours, etc., throughout the province, the laying out of the same in plots, and the licensing of these plots to persons applying therefor, the maximum area obtainable by one person being limited to five acres. The act provides *in extenso* for the procedure to be followed in carrying out these provisions. Adequate protection is also granted to persons depositing and caring for oysters, on plots under lease from the government, by the appointment of guardian officers. The leasing of mussel mud, quahaug beds or live oyster beds at present existing, was forbidden. Non-residents of the province are required to obtain a license before fishing for quahaugs. For fishing on a leased plot the penalty is placed at not less than $25 nor more than $100. The general penalty for violating the act is a maximum fine of $50

* A volume of the Prince Edward Island statutes for 1906 was issued during August and received at the Department of Labour.

with costs, or imprisonment not exceeding one month.[1]

Qualifications of Street Car Drivers.

In an act passed to incorporate the Charlottetown Electric Transit and Power Company, Limited, which was granted power to operate a system of electric cars in the City of Charlottetown, a clause was inserted requiring that all drivers of cars should be of the full age of 21 years and should obtain the written permission of the mayor of the city before acting as such. A conductor or motorman is also required to wear a badge bearing his number on a conspicuous portion of his dress. The company, when required, must furnish a list of its conductors and motormen and the name of any one of them driving or conducting a car at any specified time. A conductor or motorman violating the above provisions is subject, where no other remedy is provided, to a penalty not exceeding $20, with the alternative of imprisonment for 20 days.[2]

Miscellaneous.

Cheese factories and public halls were exempted by special statute from any assessment or taxation imposed under the Public Schools Act, 1877.[3]

An act was passed providing for the organization of additional *farmers' institutes* in districts defined by the Lieutenant Governor in Council.[4]

1 Stat. P. E. I., 1906, chap. 2.
2 P.E.I. Stat., 1906, chap. 30, secs. 34 and 37.
3 P.E.I. Stat., 1906, chap. 4.
4 P.E.I. Stat., 1906, chap. 5.

The rates payable for *peddlers' licenses*, and the amounts of the penalties for peddling without a license, and for refusing to produce a license when required by the proper authority were doubled.[5]

The statute relating to the *taxation of banks* was amended, the new act providing for an assessment on all branches of extra-provincial banks, based on the average of the loans and investments of the branch and on the average deposits, the rate of taxation to be 1-50 of one per cent on the same. Where average loans and deposits exceed the sum of $2,500,000 the rate is to be 1-20 of 1 per cent, but the minimum tax on such a bank must not be less than $1,600. A tax of $100 is also imposed upon non-residents of the province selling the debentures or stock of a company whose head office is not within the province. A similar tax is imposed upon stock brokers carrying on business with head office within the province, and a tax of $150 on stock brokers operating a branch within the province but with head office outside of the province.[6]

The erection and operation of *rural telephone lines* is permitted under an act passed with reference to the subsidizing of the Telephone Company of Prince Edward Island. If connection with the company's system is desired the rural system must be constructed and maintained at a standard of efficiency equal to that of the company's telephone system at the point at which connection is made.[7]

5 P.E.I. Stat., 1906, chap. 18.
6 P.E.I. Stat., 1906, chap. 17.
7 P.E.I. Stat., 1906, chap. 25, sec. 6.

RATES OF WAGES OF FARM LABOUR, CANADA, 1906.*

Locality.	Rate.	Remarks.
Nova Scotia :—		
Sydney	$1.60 per day with board	Few employed on long engagements.
Prince Edward Island :—		
Charlottetown	$0.65–$1.00 per day, or $12–$18 per month with board	Average same as last year, viz., 75c. per day with board. Labour very scarce.
New Brunswick :—		
Moncton	$24–$30 per month with board ; $1.25–$1.50 per day without board	Labour scarce, wages higher than last year.
Chatham	$9–$12 per week with board	During haying and harvesting.
Quebec :—		
Quebec	$1.50 per day with board	Few employed in district, but demand very active.
Sherbrooke	$1.50–$1.75 per day with board	Labour very scarce,
St. Hyacinthe	$1.75–$2.00 per day with board during harvest	Last year $1.50 a day with board was paid.
Hull	$12–$15 per month with board	Few farm hands are employed in this district outside of members of owners' family
Ontario :§—		
Ottawa	$20–$25 per month with board	Competent labour in demand.
Kingston	$2.00 per day during harvest; $20 per month during 8 months beginning Apr. 1	Labour scarce, but wages unchanged during past 3 years. Newly arrived immigrants receive $100 per year with free house, fire wood and 1 qt. of milk per day.
Peterborough	$1.50–$1.75 day ; $20 per month on 5 months engagements, $25 per month on yearly engagements	
Toronto	$1.00–$2.00 per day with board, or $10–$25 per month with board on long engagements	Last year $1–$1.75 per day and $10–$22 per month were paid.
Niagara Falls	$20–$30 per month with board ; $1.50 per day on short time engagements	Hours about 60–65 per week according to urgency. Inexperienced hands receive as low as $12 per month, experienced hands as high as $33 per month.
St. Catharines	$1.50–$1.75 per day or $20–$25 per month with board	Good farm hands in demand ; inexperienced hands receive only $10–$15 per month.
Brantford	$1.25–$1.50 per day with board during harvest ; $22.50–$25 per month with board	Rate same as last year.
Guelph	$1.50 per day with board ; $25–$30 per month with board during harvest	Wages on yearly engagements $20–25 per month.
Berlin	$225 per year with board, and washin	Rate same as last year.
Woodstock	$1.50–$2.00 per day, or $30–$35 per month	Labour very scarce in some sections.
Stratford	$36 per month with board	Rate same as last year.
London	$1–$1.50 per day with board ; $2.00–$2.25 per day for 8 month agreements ; $200–$300 for yearly agreements	Farm labour extremely difficult to obtain. In lieu of board to married men a free house and garden are sometimes given. Inexperienced hands receive $8–$10 per month with board.
St. Thomas	$1.50 per day with board during harvest	Labour scarce ; rate last year $1.25–$1.50.
Chatham	$9–$10.50 per week during harvest ; $25 per month with board on yearly engagements	No change from last year.
Windsor	$22–$25 per month with board	For competent men.
Sault St. Marie	$1.50 per day with board ; $2–$2.25 per day without board	Labour scarce.
Manitoba :—		
Winnipeg	$2.25 per day during harvest for competent men	No uniform rate recognized. As high as $2.50 $3.00 paid in cases of extreme scarcity of help.
Brandon	Engineers, $5.00 per day with board Firemen, $3.00 per day with board Separator men $7.00 per day with board Farm laborers $2–$2.50 per day with board or $45–$50 per month with board	

Saskatchewan :—		
Moose Jaw	$40-$45 per month with board or $30 per month on 8 month engagements. By the day $2.00 with board were paid.	Farm hands very scarce during August.
Alberta :—		
Edmonton	$40-$45 per month with board	Harvesters scarce.
Calgary		Wages last year were $35-40.
British Columbia :—		
New Westminster	$40-$45 per month with board for white labour	Scarcity less than in July owing to close of sockeye season.
Vancouver	White labour employed by the year receives $35-$40 per month with board. Chinese receive 75c$1.00 per day and board themselves. Harvesters receive $2.50-$3.00 per day	Wages last year were $35-$40 per month with board.
Victoria	$2 $2.25 per day for short periods; $35 per month with board for long engagements. Chinese receive $1-$1.75 per day	Demand for the men active.
Nanaimo	$20 $35 per month with board	Chinese labour very scarce this year and an unusual number of white labourers employed. Few employed in district, but labour scarce.

[1] The rates of wages published in this table are based on information forwarded to the Department in the closing week of August by the correspondents to the *Labour Gazette* resident in the several cities. The returns relate in each case to conditions current during the present season in the agricultural district adjacent to the locality mentioned.

[2] In a bulletin issued during August by the Ontario Department of Agriculture it was stated that notwithstanding the large number of immigrants coming to Canada, farm labour in Ontario was very scarce. Wages during the harvest ranged from $1.25 to $2.00 per day and from $20 to $40 per month with board. Work was done by farmers as much as possible within their own families, the use of modern machinery enabling women to work in the fields during a rush.

THE ONTARIO CO-OPERATIVE FRUIT GROWERS' ASSOCIATION.*

A MEETING of representatives of a number of co-operative apple packing associations operating in the Province of Ontario was held at Toronto, Ont., on August 14, at which a central association, known as The Ontario Co-operative Fruit Growers' Association, was organized.* The meeting was called at the instance of the management of the "Canadian Horticulturist" and was the result of correspondence between that journal and the different co-operative associations of the province with regard to the need of such an organization. The associations represented at the meeting were those operating at Forest, Chatham, Simcoe, Oakville, St. Catharines, Park Hill, Oshawa, Newcastle, Trenton, Meaford and Walkerton, from each of which one or more delegates were present. Several other associations indicated by letter that they would give their support to the organization contemplated by the meeting.

Objects of the Association.

The object of the new association is primarily commercial, being designed to obtain reliable information with regard to the fruit crop and the market for fruit throughout Canada, the United States and Europe. It is intended to assist the different local associations in the disposal of their fruit to the best possible advantage by bringing them into close touch with each other and with the leading buyers and by disseminating amongst them reliable information with regard to fruit supply and sales. It will also assist local associations in securing satisfactory accommodation for the shipping and storage of fruit.

The securing of a more uniform grading in the pack will be another object of the association, the assistance of the Fruit Division of the Department of Agriculture, Canada, having been asked in this connection. Periodical inspections throughout the packing season have been

* A special article dealing at some length with the origin and operations of co-operative apple packing associations throughout Canada was published in the December, 1905, issue of the Labour Gazette, (Vol. vi No. 6 page 654.) See also the July, 1906, issue of the Labour Gazette, page 9.

requested in order that a high standard in the pack of the different co-operative associations may be guaranteed. The Fruit Division has also been requested to hold meetings throughout the apple growing districts, in order to demonstrate the most approved method of packing fruit.

Membership and Fees.

The membership of the provincial association is to be confined to the local co-operative fruit growers' associations operating in Ontario, which have charge of the grading, packing and selling of fruit grown by members. Each affiliated association has the right to appoint one representative to act as a director of the provincial association. The membership fee is $5.00 per annum, but if additional revenue is required it is understood that a very small levy per barrel will be made on the output of the different affiliated associations.

Officers.

The following officers were elected:—President, A. E. Sherrington, Walkerton; first vice-president, D. Johnson, Forest; second vice-president, W. H. Dempsy, Trenton; third vice-president, Robert Thompson, St. Catharines, and secretary-treasurer, A. B. Cutting, 507 Manning Chambers, Toronto.

At the close of the organization meeting a number of the leading buyers, including several from Great Britain, met the growers and discussed matters pertaining to crop prospects and sales. Reports gathered from the representatives at the meeting were generally of an encouraging nature; the outlook with regard to prices was also considered favourable.

THE IMMIGRATION ACT, 1906.*

AMONG the acts passed during the recent session of the Dominion Parliament, and assented to on July 13, 1906, was an act "respecting Immigration and Immigrants," which consisted of a consolidation and amendment, in greatly extended form, of the legislation previously in existence dealing with this subject. The original immigration act of the Dominion had been in force, with only slight enlargements, for some thirty-five years, and the heavy immigration movement of the past five seasons, especially during 1905 and the present year, had rendered necessary a number of important alterations and extensions, especially in the power of governmental regulation.[1] The new measure was the subject of an extended discussion during its passage through Parliament, in the course of which some alterations in detail were made and explanations given of the objects of the new provision.[2]

The Term "Immigrant."

In the interpretation clause, the chief addition made was a definition of the term "immigrant," as including any steerage passenger, "work-a-way," members of the crew who have ceased to be such if within any class liable to exclusion, as well as persons arriving by train or other mode of travel, but not as including tourists or persons who have previously resided in Canada. The term "passenger" was made to include all persons carried in a vessel, train or vehicle, except crew, troops, or persons who are unlawfully on board.[3]

Immigration Offices and Officers.

The provisions relating to immigration offices and officers were extended by clauses leaving the extent of their establishment or appointment at the discretion of the Governor-in-Council. Subordinate officers may be employed as the Minister of the Interior directs. At a port of entry, when there is no immigration agent, the chief customs officer is ex-officio required to act as such. The duties of the several officers are also left largely a matter of prescription by the minister, as well as by act of Parliament or order-in-council. No official action is to be deemed invalid merely because it was not taken by the

*Statutes of Canada, 1906, Chapter 19. An edition of 25,000 copies of this Act in pamphlet form has been published by direction of the Superintendent of Immigration, and distributed among clerks of Municipalities heads of Charitable Institutions, Post Masters, Provincial Government and other Officials, etc. Copies may be had on application.

1. For a review of previous Legislation in Canada with reference to Immigration see *Labour Gazette*, for December, 1903; (Vol, IV, No. 6) p. 534.

2. Sec. 2.

3. Secs. 5-9.

officer specially appointed for the purpose.[4]

Regulation by Government.

An important addition to previous legislation was a clause providing for the issuing of orders and regulations on the recommendation of the Minister for the general purpose of carrying out the act and for the better attainment of its objects. No regulations under this clause have been issued up to the present.[5]

Prohibition and Deportation of Immigrants.

A number of very important clauses dealing with the prohibition and deportation of undesirable immigrants were also for the first time included in the act. As under previous legislation, insane, epileptic, diseased, pauper and criminal or vicious immigrants are prohibited from landing, but a clause is introduced giving power to the Government to prohibit absolutely any specified class of immigrants whatever, if considered necessary or expedient.[6] Moreover, the power is conferred upon immigration officers named by the Minister to act as a board of inquiry as to the case of any immigrant seeking admission into Canada, an appeal to the Minister being allowed.[7] Transportation companies must, on the demand of the superintendent of immigration, deport any prohibited immigrant which they have brought into Canada to the country from which he was brought within two years.[8] Special provision is also made for the deportation of any immigrants committing a crime involving moral turpitude or having become an inmate of a jail or hospital or charitable institution within two years of his arrival, at the expense of the immigrant, if he is able to pay, and if not at the expense of the municipality in which he was last regularly resident, or of the Department of the Interior. The transportation company which brought the immigrant to the country is required to return him without receiving the usual payment for such carriage.[9]

The Government is given power to require, by regulation, that an immigrant must possess a specified minimum amount of money before being allowed to land in Canada.[10]

Medical Inspection of Immigrants.

A bill of health in prescribed form must be furnished by every master of a vessel landing immigrants in Canada to the immigration agent at the port of entry.[11] In addition the agent may request the medical officer of the department to inspect the vessel before permitting the immigrants to land.[12] Provision is also made for the examination of immigrants by the medical officer, who is required to stamp the ship or railway ticket of immigrants passed, and to detain any not admissable under the act, the immigration agent to be responsible for all persons thus detained, though the medical officer is empowered to make arrangements, with the consent of the Minister, for the care of detained immigrants on ship board, when proper facilities on shore do not exist.[13]

Protection of Immigrants.

The provisions of the act with reference to the protection of immigrants were altered in a number of details. Passengers are permitted to remain on board after arrival only 24 hours, instead of 48 hours as previously. Passengers and luggage, however, are to be landed free as before. The clauses relating to shelter and accommodation for immigrants, forbidding immigrants to be solicited except by licensed persons, forbidding runners to go on board vessels before passengers are landed, regarding lists of prices to be displayed, limiting liens on immigrants' goods, protecting the property of immigrant children whose parents have died on the voyage, forbidding intercourse between crews and female immigrants, etc., were re-enacted without material change.

4. Sec. 10.
5. Secs. 26-30.
6. Sec. 31.
7. Sec. 32.
8. Sec. 33.
9. Sec. 20.
10. Sec. 18.
11. Sec. 19.
12. Secs. 23-25.
13. Secs. 11-17.

The section defining the proportion of passengers to the size of a vessel was amended, the act now requiring that each adult passenger shall have fifteen clear feet on each deck, instead of twelve clear feet, on the lower or platform deck as previously. The obligations of masters of vessels carrying immigrants were also altered in detail. The master may allow passengers to leave the vessel only on permission of the immigration agent of the port.

Penalties and Procedure.

The penalty clauses of the act are considerably extended and the various misdemeanors to which they apply more carefully and minutely defined. Penalties imposed on navigation or railway companies are to be a lien on the assets of the same until paid. The procedure necessary in bringing prosecutions under the act is also explained in full detail, special clauses being introduced in connection with cases where prohibited immigrants have been landed or have arrived in Canada, and their apprehension is necessary for purposes of deportation. Where the deportation of a father or head of a family is ordered, all persons dependent upon him may be deported at the same time.

OPPORTUNITIES OF EMPLOYMENT.

In order that skilled workmen and labourers may be made aware of opportunities of employment and the demand for labour in different parts of the Dominion, the *Labour Gazette* publishes herewith a statement of such opportunities of employment as have been furnished to the Department of Labour by employers, contractors and others. While exercising care and discrimination in the statements which it publishes, it is to be understood that the parties who have supplied the information are alone responsible for the accuracy of it, and that beyond publishing the same for the mutual benefit of employers and employees the Department assumes no responsibility in connection with the publication. The Department will be pleased to receive for publication from persons desirous of obtaining skilled or unskilled labour in connection with any industries or trades of the country, a statement of the nature and extent of their demand. Similarly, the Department will be pleased to receive and publish on behalf of persons out of employment, statements from labour unions or bodies of skilled or unskilled workmen of the nature and extent of the supply of labour available.

Parties desirous of profiting by the information contained in this article are requested to communicate direct with the persons concerned for further particulars, exact terms, etc., the purpose of the Department in publishing the information being solely that of making better known the demand and supply of labour.

Lumbering.—Skilled woodsmen for the lumbering camps were reported very scarce by Mr. J. R. Booth at the end of August. Other large firms at Ottawa were short of men of this class.

Smelting.—The smelting department of the Hall Mining and Smelting Company, situated at Nelson, B.C., stated in a communication addressed to the Department on August 17, that for many months past the company had been short of hands.

Manufacturing.—The Dominion Bridge Company, Ltd., Montreal, in a communication dated August 29, stated that it was and had been for some time short handed and that it could give steady employment to fifty additional active handy men in its shops and yards.

The Dominion Steel Car Company, Montreal, stated in a letter dated Sept. 1, that it would require a large number of experienced men for the operation of punches, riveters, etc., in connection with the new works of the company, which it was expected would be completed about October 1.

FALSE REPRESENTATIONS TO INDUCE OR DETER IMMIGRANTS.

DURING the month of August a communication was received by the Honorable the Minister of Labour from the Executive of the Dominion Trades and Labour Congress requesting that Mr. Mackenzie King, the Deputy Minister of Labour, should be sent to England to represent to the British authorities, on behalf of the Canadian Government, the desirability of legislation being enacted by the Imperial Parliament to prevent fraudulent representations being made in Great Britain and Ireland in regard to the condition of the labour market in Canada, with a view to inducing or deterring emigrants from coming to this country. In addition to the communication of the Dominion Trades and Labour Congress the Department received, during the month, other communications indicating the desirability of early action being taken by the British authorities in this matter.

At the last session of the Dominion Parliament a resolution was passed by the House of Commons drawing the attention

of the British Government to the desirability of enacting legislation in Great Britain similar to the Canadian Act respecting false representations to induce or deter immigration (4-5 Edw., VII., c. 16) passed by the Canadian Parliament in 1905, and a despatch was also sent to the Honourable the Secretary of State for the Colonies by His Excellency the Governor-General, in which His Majesty's Ministers in Great Britain were invited by His Majesty's Ministers in this country to consider the advisability of having this legislation passed.

It appeared to the Minister of Labour that the wishes of the Canadian Government and the purpose of the resolution passed by the House of Commons might be furthered, were the suggestion of the Dominion Trades and Labour Congress acted upon, and the Minister accordingly acquiesced in the proposal and directed the Deputy Minister of Labour to leave for England with a view of presenting to the British authorities the wishes of the Canadian Government, and of supplementing the inevitable limitations of official correspondence by personal representations in regard to the importance of the matter as viewed by the authorities in this country.

It was decided that the Deputy Minister of Labour would leave for England some time during the month of September.

*For further references to the action of the Canadian Government in the matter of endeavouring to put a stop to false representations being made to induce or deter Emigrants from coming to Canada, see the *Labour Gazette*, Vol. VI. No. 12, p. 1346, (June, 1906) and Vol. VII, No. 2, p. 161, (August, 1906.)

IMMIGRATION AND COLONIZATION.

THOUGH the number of immigrants arriving during August was less than in the earlier summer months, it will be seen from the returns given below that the volume of arrivals has been recently much heavier than in the corresponding period of the preceding year.

Recent Immigration Returns.

The following official statements with regard to recent immigrant arrivals in Canada are published by courtesy of the Department of the Interior, Canada.

Immigration through ocean ports during July, 1906, declared for Canada, was as follows:—

IMMIGRATION BY OCEAN PORTS DURING JULY, 1906.

	Male.	Female.	Children under 12.	Total
Immigrants	6,883	3,256	3,068	13,207
Returned Canadians	972	264	72	1,308
Tourists	242	174	19	435
Totals	8,097	3,694	3,159	14,950

A summary of immigration proper through ocean ports, declared for Canada during July, 1906, and July, 1905, is as follows:—

IMMIGRATION BY OCEAN PORTS DURING JULY, 1906, AND JULY 1905.

	Male.	Female.	Children under 12.	Total
July, 1906	6,883	3,256	3,068	13,207
July, 1905				9,111
Increase for July, 1906				4,096

The following is a statement of the immigration from the United States during July, 1906, as compared with that of July, 1905.

IMMIGRATION FROM THE UNITED STATES DURING JULY, 1906.

Through Montreal	54
Through Winnipeg and outports	3,763
Customs entries	1,152
Total	4,969
During July, 1905	3,133
Increase for July	1,836

The following is a statement of the total immigration to Canada during July, 1906,

compared with July, 1905:—

TOTAL IMMIGRATION DURING JULY, 1906 AND JULY 1905.

	JULY 1906.	JULY 1905.	Increase
Through Ocean Ports	13,207	9,111	4,096
From the United States	4,969	3,133	1,836
Total	18,176	12,244	5,932
Percentage of increase 48½			

British Emigration Returns.

During the months ended July 31, 1906, and July 31, 1905, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING JULY

Nationality.	1906.	1905.
English	7,511	5,526
Scotch	1,816	1,942
Irish	385	244
Total of British origin	9,712	7,712
Foreign	2,814	2,398
Total	12,526	10,110

For the seven months ending July 31, 1906, and July 31, 1905, the report was as follows:—

EMIGRATION FROM GREAT BRITAIN FOR THE SEVEN MONTHS ENDING JULY 31, 1906.

Nationality.	1906.	1905.
English	60,746	44,815
Scotch	15,456	10,235
Irish	2,867	2,177
Total of British origin	79,078	57,227
Foreign	14,693	16,533
Nationality not distinguished	21	17
Total	93,792	73,777

Homestead Entries during June, 1906.

The following statement, published by courtesy of the Department of the Interior, Canada, shows the number of homestead entries made in July, 1906, compared with July, 1905:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF JULY, 1906, COMPARED WITH JULY, 1905.

Agency.	1906.	1905.	Increase.	Decrease.
Alameda	246	271	.....	25
Battleford	705	618	87	.....
Brandon	14	22	.....	8
Calgary	141	235	.....	94
Dauphin	46	57	.....	11
Edmonton	450	266	184	.....
Kamloops	2	11	.....	9
Lethbridge	158	164	.....	6
Minnedosa	27	15	12	.....
New Westminster	.....	2	.....	2
Prince Albert	198	236	.....	38
Regina	1,261	1,110	151	.....
Red Deer	380	319	61	.....
Winnipeg	122	64	58	.....
Yorkton	424	361	63	.....
Total	4,174	3,751	616	193

It will be seen that there has been a net increase in the number of homestead entries made in July, 1906, compared with July, 1905, of 423.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, during July, 1906, were as follows:—

STATEMENT SHOWING NATIONALITIES OF HOMESTEADERS DURING JULY.

NATIONALITIES.	No. of Entries.
Canadians from Ontario	742
" Quebec	79
" Nova Scotia	32
" New Brunswick	20
" Prince Edward Island	13
" Manitoba	111
" Saskatchewan	77
" Alberta	29
" British Columbia	10
Persons who had previous entry	374
Newfoundlanders	
Canadians returned from the United States	97
Americans	1,212
English	625
Scotch	128
Irish	55
French	36
Belgians	9
Swiss	6
Italians	
Roumanians	
Syrians	
Germans	5
Austro-Hungarians	77
Hollanders	210
Danes (other than Icelanders)	9
Icelanders	6
Swedes, Norwegians	26
Russians (other than Mennonites and Doukhobors)	44
Mennonites	46
Doukhobors	80
Chinese	5
Japanese	
Persians	
New Zealanders	
Australians	1
Argentinian	1
Armenian	1
Total	4,174

Representing 10,147 souls.

Of a total of 1,309 entries made in July by persons coming from the United States to Canada, 393 were from North Dakota, 254 from Minnesota, 95 from Iowa, 67 from Michigan, 62 from South Dakota, 53 from the State of Washington, 47 from Wisconsin, 46 from Montana, 45 from Illinois, and 28 each from Missouri and Nebraska.

Lands Patented during July, 1906.

An abstract of letters patent, covering Dominion lands, situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued from the Department of the Interior during the month of July, 1906, is as follows:—

LANDS PATENTED DURING JULY, 1906.

Nature of Grant.	JULY 1906. No. of Patents	No. of Acres
British Columbia Homesteads	3	490.60
British Columbia Sales	2	41.30
Coal Lands Sales	1	320.00
Homesteads	608	96,002.58
Military Homesteads	.....	.....
Mining Lands Sales	2	400.00
Northwest Half-breed Grants	32	5,535.05
Quit Claim Special Grants	.....	.....
Railways:		
Calgary and Edmonton Ry. Co. (Under Rights), 194 acres	2	.....
Canadian Northern Ry. Co	18	4,496.10
Can. Pac. Ry. Co. Grants	46	120,031.35
Can. Pac. Ry. Co. (Souris Branch)	4	19,323.90
Can. Pac. Ry. Co. Roadbed and Station Grounds	.....	.....
Man. and Northwestern Ry	1	3.16
Man. Southwestern Col. Ry	20	16,657.49
Qu'Appelle, Long Lake and Sask. Rd. and Steamboat Co.	13	12,349.15
Sales	36	3,930.06
School Lands Sales	12	1,119.45
Special Grants	3	30.50
Yukon Territory Sales	.....	.....
Totals	803	280,730.69

In July, 1905, the number of patents issued was 977, covering an area of 601,660,-20, showing a decrease during July, 1906, of 174 in the number of patents issued and of 320,929.51 acres in the area patented.

Land Sales by Company.

The following is a statement of the farm land sales made by the Canada Northwest Land Company, Limited, during the month of July, 1906, as compared with July, 1905, and also of the sales from the beginning of the calendar year to July, 1906, as compared with the corresponding period of 1905:—

LAND SALES OF CANADA NORTHWEST LAND COMPANY

	Acres.	Price obtained
July, 1906	7,372.66	$ 79,516.00
" 1905	25,879.58	151,072.97
Decrease for July, 1906	18,506.92	$ 71,556.97
From Jany. 1 to July 31, 1906	46,864.44	$ 438,842.09
do do 1905	70,341.53	450,768.00
Decrease, 1906	23,477,09	$ 11,925.91

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING AUGUST, 1906.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals, Canada, and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work.

Department of Public Works.

CONSTRUCTION of a public building at Inverness, N.S.; contractor, E. F. Munro, New Glasgow, N.S.; date of contract, July 28, 1906; amount of contract, $14,559.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 10 Hours, Not less than:
Carpenters	$1.75
Painters	1.75
Bricklayers	3.00
.....	3.00
Stonecutters	3.25
Plasterers	2.50
Plumbers and steamfitters	2.25
Sheet metal workers	2.25
All labourers are paid the same rate of wages—	
Builders' labourers	1.50
Electricians	2.00
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	3.50

Construction of a post office building at North Bay, Ont.; contractors, McGillivray & Labelle, of Ottawa, Ont.; date of contract, July 30, 1906; amount of contract, $33,879.00.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of wages, not less than:
Stonecutters	$ 0.45 per hour, 10 hrs p. day
Bricklayers	0.50 " 10 "
Masons	0.45 " 10 "
Builders' labourers	0.20 " 10 "
Carpenters	0.25 " 10 "
Joiners	0.27½ " 10 "
Stair builders	0.27½ " 10 "
Lathers	0.03 per yard.
Plasterers	0.40 per hour 10 hrs p. day
" labourers	0.20 " 10 "
Painters and glaziers	0.27½ " 10 "
Plumbers	0.30 " 9 "
Steamfitters	0.30 " 9 "
Sheet metal workers	0.27½ " 10 "
Electrical wirers	0.25 " 10 "
Blacksmiths	0.20 " 10 "
" helpers	0.15 " 10 "
Ordinary labourers	0.20 " 10 "
Driver, 1 horse and cart	0.25 " 10 "
Driver, 2 horses and wagon	0.40 " 10 "

Erection of a new drill hall at Hamilton, Ont.; contractor, Geo. F. Webb, Hamilton, Ont.; date of contract, July 31, 1906; amount of contract, $219,789.00.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of wages, not less than:
Carpenters	$ 0.30 per hour, 9 hrs p. day
Bricklayers	0.45 " 9 "
Masons	0.45 " 9 "
Stonecutters	0.45 " 9 "
Joiners	0.30 " 9 "
Plasterers	0.45 " 9 "
" labourers	0.25 " 9 "
Lathers	0.03 per yard.
Painters and glaziers	0.27½ per hour, 9 hrs p. day
Plumbers & steamfitters	0.32½ " 9 "
Sheet metal workers	0.25 " 9 "
Electricians	0.30 " 9 "
Structural iron workers	0.30 " 9 "
Blacksmiths	0.25 " 10 "
" helpers	0.17½ " 10 "
Builders' labourers	0.25 " 9 "
Ordinary labourers	0.20 " 9 "
Driver, 1 horse and cart	0.30 " 10 "
" 2 horses and wagon	0.40 " 10 "

Department of Railways and Canals.

Hot water heating apparatus in station at Drummondville, Que., for the Intercolonial Railway; date of contract, August 4, 1906; amount of contract, $1,600.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 10 Hours Not less than:
Tinsmiths	$2.00
Carpenters	1.75
Blacksmiths	2.00
Masons	2.50
Painters	1.75
Pipe fitters	2.09
Labourers	1.25

Erection of cribwork, etc., for the Intercolonial Railway at St. Alexis, Que.; date of contract, August 18, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 10 hours not less than:
Carpenters	$1.75
Driver, 1 horse and cart	2.00
" 2 horses and wagon	3.00
Labourers	1.25

Removal of Lake Verde, Prince Edward Island, Railway station; date of contract, August 18, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 9 Hours, Not less than:
Carpenters	$1.50
Stonemasons	2.25
Builders' labourers	1.25
Ordinary labourers	1.25
Bricklayers	2.50
Painters	1.50

Construction of a line of railway in the County of York, N.B., 5 miles from its present terminus, westerly; date of subsidy agreement, August 20, 1906; amount of subsidy, $3,200 per mile, not exceeding $6,400 per mile.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of Wages Per day of 10 Hours Not less than:
Labourers	$ 1.25 per day, 10 hrs p. day
Carpenters	1.75 " 10 "
Stonecutters	0.40 per hour 10 "
Masons	2.50 per day, 10 "
Blacksmiths	2.00 " 10 "
Steam shovel engineers	2.25 " 10 "
" firemen	1.40 " 10 "
Contractor's loco. engin'er	50.00 per m'th 10 "
" " fireman	30.00 " 10 "
" " brakeman	36.00 " 10 "
Quarrymen	1.50 per day, 10 "
Rock drillers	1.50 " 10 "
Steam drillers	1.75 " 10 "
Blasters	1.40 " 10 "
Choppers	1.30 " 10 "
Tracklayers	1.35 " 10 "
Driver, 1 horse and cart	2.25 " 10 "
" 2 horses and wagon	3.00 " 10 "

Placing of stone protection along certain portions of the summit level between Thorold and Port Colborne, Welland Canal; date of contract, August 18, 1906; amount of contract, $1.12 per cubic yard.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, not less than.
Labourers	$ 1.67 per day 10 hrs. p. d.
Captain on tug	90.00 p. month 10 "
Engineer "	75.00 " 10 "
Deckhands "	45.00 " 10 "
Driver, 2 horses & wagon	3.50 per day 10 "

Heating and plumbing fixtures, etc., in rooms of second floor of the Intercolonial Railway baggage room at St. John, N.B.; date of contract, August 27, 1906; amount of contract, $979.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 9 hours not less than :
Carpenters	$2.00
Joiners	2.25
Plumbers	2.00
Steamfitters	2.00
Painters	2.25
Builders' labourers	1.60
Common labourers	1.40

Bridges for the Intercolonial Railway at Enfield, Elmsdale and Shubenacadie, N. S.; date of contract, August 27, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, not less than :	
Erecting foreman	$2.50	Enfield bridge.
Structural iron workers	2.00	
Carpenters	1.75	
Riveters	2.00	
Labourers	1.25	
Erecting foreman	$2.50	Elmsdale bridge.
Structural iron workers	2.00	
Riveters	2.00	
Carpenters	1.75	
Labourers	1.25	
Erecting foreman	$2.50	Shubenacadie bridge.
Structural steel workers	2.00	
Riveters	2.00	
Carpenters	1.75	
Labourers	1.25	

Eight thousand one hundred lineal feet of portable snow fence for the Prince Edward Island Railway; date of contract, August 27, 1906; amount of contract, 23½c per lineal foot.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, not less than :
Carpenters	$1.50
Labourers	1.25

Extension of Intercolonial Railway freight shed and construction of platform and crane foundation at New Glasgow, N. S.; date of contract, August 29, 1906; amount of contract, $3,879.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, not less than :
Carpenters	$1.75
Painters	2.00
Masons	2.50
Builders' labourers	1.35

Department of Marine and Fisheries.

Construction of wooden lighthouse tower, fog alarm building and outbuildings on Trial Island, in the approach to Victoria Harbour, B.C.; date of contract, May 16, 1906; amount of contract, $4,400.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 8 hours, not less than :
Carpenters	$0.40 per hour.
Painters	.37½ "
Masons	.56¼ "
Builders' labourers	.28⅝ "
Common labourers	.25 "

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Order.	Amount of Order.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$482.84
Making and repairing rubber dating stamps and type; also other hand stamps	13.20
Supplying stamping material and repairing stamping pads	441.36
Making and repairing post office scales	252.50
Supplying mail bags	28.60
Repairing mail bags	780.67
Making and repairing mail locks and supplying mail bag fittings	301.77
Supplying street letter boxes, portable letter boxes and railway mail clerks tin travelling boxes and repairing street letter boxes, portable letter boxes, railway mail clerks' tin travelling boxes and parcel receptacles	5,749.51
Making and repairing miscellaneous articles of postal stores	20.85
Making up and supplying articles of official uniform	680.50

TRADE DISPUTES DURING THE MONTH OF AUGUST.

THERE was a slight increase in the number of trade disputes during August compared with the previous month, and large numbers of men were affected in the building trades of Toronto and in the metal trades at Montreal. As the former dispute, however, only lasted for a week general industrial conditions were not seriously affected by it.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes in Canada reported to have been in existence during August was 24. A dispute was also reported to the Department which took place during July information of which had not been received before. There were four more disputes in existence than in the previous month and four more than in August 1905. About 272 establishments and 4385 employees were directly affected and 50 firms and 150 employees were indirectly affected by new disputes of the month. Including those which were in existence prior to the beginning of the month there were in all about 360 firms and 4895 employees affected directly or indirectly during the month.

Loss of time in working days.—The loss of time to employees through trade disputes during August was approximately 39-125 working days compared with 27,710 in July and 57,200 in August 1905.

Trades affected by new disputes.— The following trades were affected by new disputes during the month :—

Trades	Number of Disputes
Fishing	1
Lumbering	1
Building Trades	2
Metal Trades	5
Woodworking Trades	1
Printing Trades	1
Food and Tobacco preparation	1
Transport	1
Miscellaneous Trades	1
Unskilled Labour	3
Total	17

Localities affected by new disputes.— The new disputes of the month occurred in the following provinces :—

Province	Number of Disputes
Nova Scotia	2
Quebec	4
Ontario	6
Manitoba	1
Alberta	2
British Columbia	2
Total	17

Causes of disputes.—The following were the causes of the new disputes of the month :—

Cause	Number of Disputes
For higher wages	8
For higher wages and recognition of Union	2
For higher wages and other changes	1
For shorter hours	3
Against change in method of payment	1
Against employment of non-unionists	1
For 'closed shops', increase of wages and other changes	1
Total	17

Methods of settlement.—Of the 24 disputes which were in existence 9 were terminated leaving 15 with regard to which no settlement was reported during the month. Six of the disputes were settled by negotiations between the parties concerned. The remaining 3 were terminated without negotiations, work being resumed in one case pending settlement, and in the other two the strikers returned on the employers terms.

Results of disputes.—The employers were successful in two disputes which were terminated during the month, the employees were successful in three and partially successful in one. In two cases a compromise was reached, in one the result was indefinite work being resumed pending the consideration of the men's demands.

Disputes Commenced Prior to the Beginning of the Month.

The disputes which commenced prior to August 1 and which were in existence during the month were strikes of plumbers at Winnipeg, Man., street railway employees at London, Ont., cap workers at Montreal Que., and Toronto Ont., canoe makers at Fredericton, N. S., and cigar makers at Berlin, Ont. A strike of coal miners was also reported to have taken place at Frank Alta., in July. A brief account of these disputes is given below.

Strike of Plumbers at Winnipeg, Man.

A strike of plumbers which began at Winnipeg on July 3rd continued throughout August. The cause of the dispute was the refusal of the employers to sign an agreement, presented by the Plumbers Union, owing to their objection to the minimum wage demanded and the shop rules of the union. According to the master Plumbers about thirty-two firms and 180 men were affected by the dispute. The employers claimed that during August they had obtained enough men to carry on the work in hand.

Strike of Street Railway Employees at London, Ont.

A strike of employees of the Street Railway Company at London, Ont., which took place on July 27, on account of the discharge of certain men was formally declared off on August 17. Early in the month a decision was delivered by the Ontario Railway and Municipal Board which had undertaken to investigate the matter on the request of the Mayor of London. No action, however, was taken by the company upon the decision of the board, the claim being made that the places of the strikers had been filled. An account of the action taken by the Ontario Railway and Municipal Board is given in the article "Industrial Arbitrations and Agreements During August" on another page. The company, however, promised not to discriminate against anyone for being members of the Union or for going on strike.

With reference to a strike of 20 cap makers at Montreal Que., which began on May 3 on account of the employment of non-unionists no settlement was reported but conditions ceased to be affected by it.

The situation remained unchanged in the two strikes of cap workers in Toronto.. One of these began on June 26 and affected 24 men and 9 women who had demanded the reinstatement of an employee and recognition of their union. The other dispute which was due to sympathy with the cap workers already on strike began on July 26 and affected 15 men and two female employees.

Strike of Canoe Makers at Fredericton, N.B.

A strike of 13 canoe makers at Fredericton, N.B., which began on June 4th., owing to the refusal of their employers to grant a nine hour working day was terminated in August. Some of the strikers were taken back by the company under the former conditions and the others sought work elsewhere.

Strike of Coal Miners at Lethbridge, Alta.

The Department has had difficulty in obtaining exact particulars with regard to a strike of miners at Lethbridge, Alta., which began on March 9, owing to the refusal of the Alberta Railway and Irrigation Company to sign an agreement with the Miners' Union. The following correspondence which was received by the Department during August, indicates the situation when they were written :

"Lethbridge, Alberta, July 21, 1906.

To A. M. Nanton, Esq.,
Managing Director,
And P. L. Naismith, Esq.,
General Manager,
A. R. & I. Co,,
Lethbridge, Alberta.

Gentlemen :

We, the undersigned Committee acting on behalf of the workmen now on strike, beg to submit the following as a means of ending the dispute now existing at your Company's mines.

1. That a committee composed of four arbitrators be appointed, two to be appointed by the Company, and two to be appointed by the men now on strike.

2. The arbitrators so appointed to have full power to agree upon conditions of labour, wages, etc.,

3. In case of their failure to agree upon any proposition, question to be referred to an independent chairman, whose decision shall be final.

Independent chairman to be selected by the arbitrators at their first meeting.

4. Both parties to abide by chairman's decision.

Respectfully submitted on behalf of the miners of Lethbridge now on strike.

Donald McNab, John Barrow,
Patrick Cain, John Harvie,
Wm. Harvie, Mike Daimuth,
Matthew Logan, S. A. B. Crabb,
(Secretary".)

On July 28th. the following reply to this letter was sent to the men's committee by the Manager of the Company :

"Dear Sirs :—

Your communication on the 21st. inst., addressed to Mr. Nanton and myself was duly received.

When here last week Mr. Nanton was, as you are aware approached by some of the business men who arranged for a meeting with some of the old employees, at which interview most of you were present.

We thought that the company's position at that meeting was clearly stated by the Managing Director, however, as there appears to be some doubt in the minds of some of the old employees, I am directed to say:—

1. That if the old employees want work from us, they may return, as we have no feeling against any of our old men.

2. That if they do not want to work for us at the wages paid at the time they left us, we are satisfied, and will continue to give employment to others.

3. That if the old employees come forward later on and ask for work, when we have all the men we require, they must not blame the company; and finally.

4. That never having had an opportunity of discussing with our employees any grievances they may have, we have nothing to arbitrate.

Yours truly,

(Signed) P. L. NAISMITH,
General Manager.

P.S.—While I have endeavored to clearly set out the company's position, I also wish to repeat what has frequently been said, that we are always ready to meet our employees, for the purpose of considering any matters affecting their welfare".

Strike of Coal Miners at Frank, Alta.

On July 16 a strike of 75 coal miners employed by the Hillcrest Coal Company took place at Frank, Alta. The cause of the dispute was the refusal of the company to agree to a schedule for contract work presented by the Miners' Union, the men having demanded that the new rate should take effect on July 15, on penalty of a strike. The company was not prepared to grant the contract at that time, but upon promising to discuss the matter on the return of the managing director on Sept. 15 work was resumed, the strike having lasted three days.

Strike of Carpenters at Toronto, Ont.

On August 9 a strike of carpenters took place at Toronto, Ont., on account of the refusal of the employers to grant a demand for an increase of wages from 30 and 32 cents an hour to a minimum rate of 35 cents an hour. The strikers included all the members of the Amalgamated Carpenters and Joiners' Union and the United Brotherhood of Carpenters and Joiners, numbering about 1,450 men. Many non-unionists were also reported to have joined the strikers making the total number about 1,800 men. Various estimates were given as to the number of firms affected by the dispute ranging from 100 to 400 directly affected, and from 75 to 1,000 indirectly affected. There were further discrepancies in the estimates as to the number of carpenters who continued at work, the master builders claiming that there were 1,000, but the strikers maintaining that the number did not exceed 300. On account of the wide extent of the dispute, it was impossible to obtain more exact particulars as to the number of persons affected by it.

The strike arose from the failure of attempts on the part of the men to conduct negotiations with the master carpenters. On March 8 the secretary of the United Carpenters' executive committee sent the following communication to the master carpenters section of the Builders' Exchange:—

"Dear Sir,--I am requested to request a conference between our executive and

your committee with the object of discussing the wage question and matters of interest to both."

The master carpenters sent a reply stating that they did not see any necessity for a meeting as they had nothing to discuss. The employers alleged that they were unwilling to hold a conference because an agreement which had been made at a similar conference on March 17th. 1903, was subsequently repudiated by the Carpenters' Union.

On March 28, the Carpenters' executive sent another letter renewing their request for a meeting. To this no reply was made by the Master Carpenters. Early in June the Carpenters' executive committee left a draft agreement with the secretary of the Master Carpenters' section which was discussed at the next meeting of that body. No action, however, was taken upon it as the employers objected to its terms, and claimed that it had not been sent to them directly from the secretary of the Carpenters' executive with a request to sign it.

A few days after the strike was declared, an independent Master Carpenters' Association was organized, and on August 16 the dispute was terminated, an agreement having been signed by the Carpenters' executive and the new body, by which the increase of wages demanded by the men was granted.

Strike of Rolling Mills Employees at Montreal, Que.

On August 20, a strike of employees of the Montreal Rolling Mills Company took place at Montreal. According to a report received from the company the strikers numbered 1,175 men. The cause of the dispute was the desire of the company to make payments of wages on the 1st and 15th of each month instead of fortnightly. The workmen objected to this change as it would mean a reduction in the number of pay-days in a year. No settlement of this strike was reported during the month.

Strike of Saw Mill Hands at Etchemin, Que.

On August 20, a strike of employees of the Gravel Lumber Company took place at Etchemin, Que. The cause of the dispute was the refusal of the company to grant a demand of the men in their planing mill for an increase in wages from $1.25 to $1.50 per day. About 150 men were at first directly affected by this dispute, and from 50 to 200 persons were indirectly affected. The strikers were afterwards joined by the employees of the mill, making a total of 300 men directly affected, of whom 100 were under 21 years of age. While the dispute was in progress the strikers organized themselves as a National Union.

Strike of Sheet Metal Workers at Winnipeg, Man.

On August 1, a strike of sheet metal workers took place at Winnipeg owing to the refusal of the employers to sign an agreement involving an increase of wages, a slight change in the hours of labour and a change in the relations between the journeymen and their helpers. According to a report received from the Metal Workers' Union, twenty-five firms were directly affected by the dispute and fifty were indirectly affected. Eighty men were directly involved and 100 indirectly. On August 4, the dispute was terminated an agreement having been signed by which the men obtained an increase in wages from 36¼ to 39 cents per hour, better control over their helpers, and a change in their hours from 53 per week for nine months, and 55 for three months, to 53 hours per week during the whole year.

The terms of this agreement are given in the article "Industrial Arbitrations and Agreements During August" in the present number of the *Gazette*.

Strike of Moulders at Hamilton, Ont.

On August 24, a strike of iron moulders and core makers took place at Hamilton, Ont. About thirty-three men employed by the Kerr & Coombes Foundry Company were involved. The cause of the dispute was the refusal of the company to grant the demands of an increase in wages of 10 cents per day. On August 29, about 43 moulders and core makers of the Canadian Iron and Foundry Company stopped work, having been refused a similar demand. No settlement was

TABLE OF TRADE DISPUTES DURING THE MONTH OF AUGUST.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH											
Building Trades— Plumbers	Winnipeg Man.	Demand for increase in wages, 8 hour day and union shops	32		175				July 3		No settlement reported at end of month, but places of some strikers were filled.
Woodworking Trades Canoe makers	Fredericton, N.B.	Demand for a day of 9 hours instead of 10	1		7				June 4		Some employees sought work elsewere, others were taken back by company.
Clothing Trades— Cap workers	Montreal, Que.	Against employment of non-unionists	1		20				May 3		No settlement reported at end of month.
Cap workers	Toronto, Ont.	Against discharge of an employee and for recognition of union	1			9			June 26		No settlement reported at end of month.
Cap workers	Toronto, Ont.	In sympathy with other cap workers on strike	1		15	2			July 26		No settlement reported at end of month.
Food and Tobacco Preparation— Cigarmakers	Berlin, Ont.	Demand for increase of 50 cents per 1,000 cigars	2		8				June 2		No settlement reported but some strikers returned at old rate others secured work elsewhere.
Transport Street railway employees	London, Ont.	Against discharge of employees	1		100				July 27	Aug 17	Strike was formally declared off Co. was not greatly affected during month.
DISPUTES WHICH BEGAN DURING THE MONTH											
Fishing— Fishhandlers	Halifax, N.S.	Demand for increase in wages from $1.25 to $1.50 per day			180						Wages increased to $1.35 per day.
Lumbering— Planing millhands	Etchemin, Que.	Demand for increase in wages from $1.25 to $1.50 per day	1		300		50		Aug. 10		No settlement reported at end of month.

Building Trades—												
Carpenters	Toronto, Ont.	Demand for recognition of union and increase in wages	200		1,800				"	9	Aug. 16	Agreement signed by new employers' association, increase in wages granted.
Builders' labourers	Calgary, Alta	Demand for increase of wages and recognition of union										No settlement reported during the month.
Metal Trades—												
Sheet metal workers	Winnipeg, Man.	Refusal of employers to sign an agreement involving an increase in wages and other changes	1		15				"	17		
Brass moulders	Montreal, Que.	Refusal to work with a suspended member of union	25	50	80		100		"	1	Aug. 4	Agreement signed.
Iron moulders	Hamilton, Ont.	Demand for increase in wages	1		17				"	16		No settlement reported at end of month.
Rolling mill employees	Montreal, Que.	Against change in method of payment	1		33				"	24		No settlement reported at end of month.
Iron moulders	Hamilton, Ont.	Demand for increase in wages	1		1,175				"	20		No settlement reported at end of month.
Woodworking Trades												
Piano workers	Toronto, Ont.	Refusal of employers to sign an agreement involving closed shops, increase in wages and other changes	1		43				"	29		No settlement reported at end of month.
Printing Trades—												
Lithographers	Montreal, Que	Demand for shorter hours	8		600				"	31		No settlement reported at end of month.
Food and Tobacco Preparation—												
Bakers	Toronto, Ont.	Demand for shorter hours	4		50				"	9		No settlement reported at end of month.
Transport—												
Coal heavers	Halifax, N.S.	Demand for increase in wages	6		25				"	13	Aug. 24	Working hours limited to 72 per week.
Miscellaneous Trades												
Barbers	Vancouver, B.C.	Demand for shorter hours	5									Agreement reached after 2 days, a compromise.
Unskilled Labour—												
Civic labourers	Toronto Junction, Ont.	Demand for increase in wages from 18 to 20 cents per hour	15		32				Aug.	1		Agreement signed by 4 firms affecting 6 men.
Civic labourers	Calgary, Alta.	Demand for increase in wages	1		14				"	10	Aug. 14	Work resumed pending decision of Municipal Council.
Labourers	Victoria, B.C.	Demand for payment of time and a half for overtime and Sundays	1		12				"	15		No settlement reported at end of month.
			1		30				"	14	Aug. 18	Men's demand granted.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where, after the declaration of a strike, some of the original strikers have returned to work or have had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention, moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

reached during the month. It was alleged by one of the firms affected that the demand had been made in two shops only, although there were several others who were not even paying the regulation wage.

Strike of Brass Moulders at Montreal, Que.

On August 16, seventeen moulders employed in the brass foundry of the Robert Mitchell Company declared a strike which continued throughout the month. The cause of the dispute was the refusal of the men to work with a suspended member of their union. According to a report received from the company this workman had lately been a foreman and he refused to join the union when put back to journeymen's work. The company also alleged that the men went out without instructions from their union, which had decided against them.

Strike of Lithographers at Montreal, Que.

On August 9, a strike of about fifty lithographers and transferers employed by four firms took place at Montreal. This strike was part of a general movement inaugurated by the Lithographers International Protective and Benefit Association of the United States in Canada, with the object of securing a week of 48 hours instead of 53. One of the firms reported that they had one press running after the strike was declared, some of their men having remained at work. It was also declared that the strike did not cause much trouble as it occurred during the dull season. No settlement of the dispute was reached during the month.

Strike of Piano Workers at Toronto, Ont.

On August 31, at 5 p.m., about 600 piano workers stopped work, a strike having been declared on account of the refusal of the employers in Toronto and Toronto Junction to sign an agreement submitted to them by the union. About eight factories were affected by the dispute, two of which were at Toronto Junction and the others at Toronto.

According to a statement given to the press by the business representatives of the piano workers union they asked in the agreement for a closed shop, for the abolition of the contract system for a rule confining the number of apprentices to one for every five mechanics, and for an increase in wages of 15 per cent. They also asked that the time which an apprentice has to serve be made from four to five years instead of from three to four years as at present.

Strike of Barbers at Vancouver, B.C.

On August 1, a strike of 32 barbers employed in 12 shops took place at Vancouver, B.C. The cause of the dispute was the refusal of the employers to grant the demands for shorter working hours. The men demanded that the shops be closed at half-past seven instead of eight p.m., and they be granted forty-five minutes for supper instead of thirty minutes on Saturdays. In the course of the month four firms signed the agreement affecting six men, leaving six establishments still affected at the end of the month. A number of the strikers sought work in other places.

On August 14, thirty *labourers* employed by the British Columbia Marine Railway Company declared a strike on account of the refusal of the company to grant the demands for payment at the rate of time and a half for over-time and Sundays. Work was resumed on August 18, the company having conceded their demands. The settlement of the dispute was brought about by the intervention of the Labourers' Union, all the strikers having joined that organization after they had ceased work.

On August 15, about twelve men employed as *trench diggers* by the municipality of Calgary, Alta., declared a strike in consequence of a refusal of the corporation to grant their demands for an increase of 30 cents a day in their wages. They had been receiving 22 cents for a nine-hour day. No settlement of the dispute was reported during the month.

On August 10, fourteen *civic labourers* declared a strike at Toronto Junction, Ont., on account of the refusal of the municipality to grant their demands for an increase in wages from 18 cents to 20 cents per hour. On August 14, the men returned to work at the old rates pending

a decision of the council on their request. It was stated in a report received from His Worship the Mayor that members of the council felt that the wages should be graded according to the ability of the men.

On August 17, a strike of fifteen *labourers* employed by the Builders' Supply and Construction Company, Limited, took place at Calgary, Alta. The cause of the dispute was the refusal of the company to grant a demand for an increase in wages of from 25 cents to 30 cents per hour and for recognition of their union. No settlement of this dispute was reported during the month.

On August 13 about 25 *Hebrew Bakers* declared a strike at Toronto, Ont., owing to the refusal of their employers to grant a demand for shorter working hours. After some negotiations had taken place, the master bakers agreed to limit the working hours to 72 per week, and the strike was declared off on August 24. There were 6 firms involved in this dispute.

A strike of 180 fish handlers took place at Halifax, N.S., on account of the refusal of their employers to grant a demand for an increase in wages from $1.25 to $1.50 per day. A compromise was reached by which the wages were increased to $1.35 per day.

The table published herewith is a compilation of the trade disputes of the Dominon of Canada, which began or were in continuance during the month of August and which have been reported to the department.

RECENT INDUSTRIAL INVENTIONS.

Particulars as to the inventions of which mention is made in this article will be found in the last number of *The Canadian Patent Office Record* issued by the Department of Agriculture.

DURING the month of March there were 464 patents issued in Canada. Of these, 17 related to agriculture, 1 to fishing, 2 to lumbering and 9 to mining. There were 19 inventions concerning the construction of railways, 51 concerning building trades, and 77 concerning metal industries. There were 35 electrical patents, 11 relating to woodworking and 12 to printing and allied trades. In textile industries there were 11 inventions, in clothing there were 19, in food and tobacco industries there were 25, and in leather 6. The inventions relating to the railway service numbered 24, and those relating to other means of transport numbered 32. There were in addition many important patents relating to various miscellaneous industries.

Among the inventions relating to *agriculture* there were four ploughs, two potato diggers, a stump extractor, a harrow, a threshing machine, a milking machine, two churns and a hay press.

The only invention relating to *hunting* was an animal trap, and the two relating to *lumbering*, were a saw and an apparatus for impregnating wood. The latter consisted of a specially constructed timber car combined with an impregnating cylinder.

The *mining* patents comprised a gold dredge, processes of treating sulphide arsenical and animonial ores, a process of treating finely divided ore, means of precipitating gold and silver in solutions, apparatus for treating ores, a smelting and refining process, and a blast furnace for smelting.

Inventions concerning *railway construction* comprised four ties, four cattle cars, three rail joints, a track laying machine, and a track gauge, adjuster and holder.

Among the inventions of interest to *building trades* there were patented seven fences, two vaults, two walls, a concrete mixer, two concrete structures and a mould for concrete walls.

Among the inventions relating to the *metal* industries there were eleven systems of heating, six steam boilers, nineteen turbines, a mechanical stoker, apparatus for charging glass furnaces and apparatus for annealing metals.

The *electrical* inventions included five telephones, two dynamos, two meters, two insulators and two electric generators.

The inventions of the *wood working* trades comprised ten articles of furniture and a machine for painting wheels. Those relating to printing and allied trades comprised a printing press, machines for folding paper, separating paper sheets, separ-

ating tickets, and electroplating. There were also six patents relating to photography, of which two concerned colour processes.

Inventions relating to the *textile* industry included three machines for dyeing, a process of dyeing and bleaching spun fabrics, and a dyeing and bleaching vat. There were also machines for separating and drawing fibre and for knitting, and also methods of weaving and spinning.

In the *clothing trades* there were six patents relating to the manufacture of boots and shoes, six articles of wear, three sewing machines, a machine for inverting stitches, and three inventions relating to laundry work.

The inventions relating to the *preparation of food* included two mills, a method of grinding cereals, a compound for preserving eggs, a method of pickling seed grain, and a rotary cooking apparatus and a refrigerating system.

The patents relating to *leather trades* consisted of a trunk and five inventions relating to various portions of harness.

The *railway* inventions included seven brakes, two couplers, two systems for departing trains automatically, a railway signal, two dumping cars, and two car trucks. The inventions relating to other means of transport included three submarine boats, a device for submarine signalling, two boat propellers, and a marine turbine. Other inventions were, two draft equalizers, a machine for making roads, a pneumatic dispatch tube, three axles, and a device for preventing accidents by vehicles. This last invention consists of two frames attached to the front axle of the vehicle, having a handle by means of which one of the frames may be made to engage the ground whenever any collision is threatened.

Among the *miscellaneous* inventions there were eleven business utilities, including a typewriter, a device for duplicating writing, a calculating machine, a time recorder, and a form for cash slips and refund vouchers. There were two inventions relating to the manufacture of soap, and one to the manufacture of glass. Others included a smoke consumer and three weighing machines. A fire lighting briquette was patented, composed of the sediment left after distillation of creosote oil from coal tar and sawdust.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF AUGUST, 1906.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in the loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories inspectors of the province of Ontario, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the department with the statement of returns of accidents reported to hem.

INDUSTRIAL accidents occurring to 393 workpeople in Canada during the month of August, 1906, were reported to the Department of Labour. Of these 111 were fatal and 280 resulted in serious injuries. In addition, accidents to 25 workmen, of which 3 were fatal, were reported, which took place prior to the beginning of the month, information with regard to which was not received before August. The number of fatal accidents reported in August, 1906, was 11 more than in the preceding month and 33 more than in August, 1905. The non-fatal accidents numbered 29 more than in July, 1906, and 66 more than in August, 1906.

Out of the 187 returns received during the month, giving the ages of the victims of industrial accidents, 21 were reported to have been under twenty-one years of age, 29 between twenty-one and forty-five, and 8 over forty-five; 129 were over twenty-one years of age, but their ages were not specified.

The following is a record of the month by industries and groups of trades:—

Trade or Industry.	Killed.	Injured.	Total.
Agriculture	23	34	59
Lumbering	4	10	14
Mining	10	15	25
Building trades	7	37	44
Metal trades	7	44	51
Woodworking trades	.....	11	11
Printing and allied trades	.....	3	3
Textile trades	.....	2	2
Food and tobacco preparation	2	9	11
Railway service	27	46	73
Leather trades	1	2	3
Navigation	19	7	26
General transport	5	23	28
Civic employees	1	6	7
Miscellaneous	1	19	20
Unskilled labour	4	12	16
Total	111	280	391

Nature of Fatalities and Accidents.

The chief disasters of the month were the drowning of six members of the crew of the steamer "Princess," which foundered in a gale in Lake Winnipeg, Man.; a head-on collision on August 4, between a Michigan Central express train and a Pere Marquette express train near St. Thomas, Ont.; a side-on collision on August 24, between a Wabash passenger train and a Canadian Pacific passenger train, also near St. Thomas, Ont.; a dynamite explosion at St. Thecle, Que., and a dynamite explosion at Kaministiquia, Ont.

Foundering of Steamer "Princess" in Lake Winnipeg, Man.

The steamer "Princess," plying on Lake Winnipeg, left Poplar Point, which is situated about 200 miles up the lake, on August 25, bound for Selkirk and carrying, besides passengers, a cargo of fish. On the morning of August 26, when between George and Swampy Islands, she encountered a heavy gale, sprung a leak and foundered, carrying down with her six members of the crew. Her passengers were saved.

Head-on Collision near St. Thomas, Ont.

On the morning of August 4, 1906, Pere Marquette express train No. 40 met in a head-on collision Michigan Central express train No. 131, near a sharp curve, 150 feet north of the high bridge over the ravine, a short distance north of St. Thomas. Both locomotives were destroyed the fireman of each train being killed and four other train hands seriously injured.

A coroner's inquest was ordered, and on August 11 the following verdict was given:—

"That the said George H. Hemphill and William Goodhue came to their deaths on the fourth day of August, 1906, on the Père Marquette Railway, north of the Wabash Station, through a collision between train No. 40 of the Père Marquette R.R. and train No. 131 of the Michigan Central R.R.

"We also find that the laxity of the Père Marquette Railway Company in enforcing the rules, especially in displaying the telegraph signal, which we consider from the evidence to be necessary to avoid accidents, was the prime cause of the accident.

"We also find that the conductor failed to examine the register sufficiently closely to ascertain positively whether train No. 131 had arrived, but if the signal had been displayed the accident would not have occurred.

"We also find that the M.C.R. train crew of No. 131 were not to blame in any particular for the accident."

Side-on collision near St. Thomas, Ont.

On the morning of August 24, 1906, a Wabash opera special en route from Chicago to New York, running as a second section of the regular passenger No. 1 and the regular Canadian Pacific Railway's passenger train between St. Thomas and Woodstock, met in a side-on collision at the diamond, near St. Thomas, Ont. The engineer of the Canadian Pacific train was instantly killed, the baggageman of the same train receiving injuries from which he died on August 26.

Dynamite Explosion at Ste. Thecle, Que.

On Thursday, August 9, some workmen employed on construction work for the Transcontinental Railway, a short distance from Ste. Thecle, in the County of Champlain, Que., had charged a blast with dynamite. A delay having occurred in the explosion they approached to learn the cause, when the blast went off, killing them and more or less seriously injuring three of their fellow workers.

Dynamite explosion at Kaministiquia, Ont.

On Tuesday, August 28, a foreman in the employ of the contractors for the construction of the Grand Trunk Pacific Railway at Kaministiquia, Ont., and a construction hand were instantly killed by the premature explosion of a blast in a rock cut.

The Record by Trades and Industries.

Agriculture.—There were 23 fatal accidents reported during August, 10 more than in the preceding month and 14 more than in August, 1905. Eight farmers were

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF AUGUST, 1906.

Trade or Industry.	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Agriculture—						
Farmer	Picton, Ont	Aug. 2	1			Kicked by horse.
"	North Battleford, Sask.	" 6	1			Impaled on fence in runaway.
"	Binscarth, Man	" 2		1	Internal injuries	Thrown from vehicle in runaway.
"	Shoal Lake Man	" 10		1	Rib broken, face cut	In a runaway.
"	West Lorne, Ont	" 2	1			Run over by binder,
"	Mapleton, Ont	" 9		1	Leg broken	Fall from barn 16 feet.
"	Wyndham Centre, Ont	" 7	1			Kicked by a horse.
"	Pittsburgh Tp. Ont	" 10	1			In a runaway.
"	West Lorne, Ont	" 10		1	Internal injuries	Struck by engine.
"	Duck Lake, Sask	" 13		1	Leg mangled	Caught in mower.
"	Bromptonville, Que	" 2	1			Fell from beam in barn.
"	Windsor Mills, Que	" 6	1			Gored by bull.
"	Farnam's Corner, Que	" 2		1	Body bruised	Fell off load of hay.
"	Eaton Corner, Que	" 11	1			Struck by train at crossing.
"	Pain Court, Ont	" 18		1	Ribs broken, etc	Land roller fell from vehicle on him.
"	Cumberland, Ont	" 18	1			Gored by bull.
"	West Oxford, Ont	" 18		1	Probably fatal injuries	Gored by a bull.
"	Sutton June. Que	" 16		1	Head and back injured	By fall in a butter factory.
"	Kintore, Ont	" 16	1			Fell from load of oats.
"	St. Charles, Que	" 20		1	Leg cut off	By a mowing machine.
"	Blansbard Tp. Ont	" 21	1			Struck by lightning.
"	Darling Tp. Ont	" 21	1			"
"	Clifford, Ont	" 20		1	Lower part of body scalded	By escaping steam from traction engine.
"	Wartburg, Ont	" 29		1	Abdomen pierced	Fell on nail in centre pin of load.
"	Altona, Man	" 27		1	Leg broken, etc	Threshing engine exploded,
"	"	" 27		1	Face and chest scalded	"
"	Tavistock, Ont	" 20		1	Head injured	Fell 16 ft. from ladder in barn.
"	Tilsonburg, Ont	" 22		1	Internal injuries	Automobile caused team to run away.
"	Port Perry, Ont	" 26	1			Struck by engine at crossing.
"	Picton, Ont	" 22	1			Fell from load of hay.
"	Port Hope, Ont	" 24		1	Body bruised	" "
"	Crowland, Ont	" 20		1	Ribs broken	Attacked by cow in stable.
"	Wainfleet, Ont	" 19		1	Internal injuries	Kicked by horse.
"	Humberstone, Ont	" 19		1	Leg broken, etc	In runaway.
"	Willoughby, Ont	" 22		1	Hand crushed	Struck by mallet.
"	McKillop Tp. Ont	" 25	1			Fell from load of oats.
"	Saanich, B. C	" 11	1			Caught between pole of wagon and tree.
"	Knowlton, Que	" 16		1	Arm broken	Fell from hay wagon.
"	Coaticook, Que	" 27		1	Internal injuries	Wagon collided with auto.
Farmer's son	Dunbar, Man	" 3		1	Probably fatal injuries	While destroying rabbits gun exploded.
"	Ameliasburg, Ont	" 13	1			Leg run over by binder, died of tetanus.
"	Carberry, Man	" 18	1			Struck by lightning.
"	Brooks tale, Ont	" 20		1	Face lacerated	Kicked by horse
"	Gladstone, Man	" 27		1	Groin pierced	Fell on pitchfork.
Farmers' wife	Smith, Ont	" 4		1	Arm broken	Thrown from wagon in runaway.
"	Magog, Que	" 10		1	Dangerously injured	Fell from load of hay.
Farmer's daughter	Chesley, Ont	" 13	1			Fell from load of hay and was run over.
" "	Eardley, Que	" 21	1			Struck by lightning.

Thresher	Clifford, Ont	Aug.	20		1	Leg and foot scalded	By escaping steam from traction engine.
Applepicker	New Dundee, Ont	"	27	1			Drowned, fell from tree into mill pond.
Market gardener	North Toronto, Ont	"	3		1	Arm torn out	Caught between wagon and gate.
Rancher	Medicine Hat, Alta	"	10		1	Leg broken	Fell from car while shipping wool.
Farm hand	Way's Mill, Que	"	5		1	Leg broken	Thrown from vehicle.
"	North Hatley, Que	"	19	1			Thrown from vehicle in runaway.
"	Picton, Ont	"	3	1			Drowned returning from work.
"	Near Hamilton, Ont	"	1		1	Head cut	Fell from load of hay.
"	Humberstone, Ont	"	19		1	Concussion of brain	Thrown from wagon in runaway.
Lumbering.—							
River man	Grand'Mère, Que	"	8	1			Drowned.
"	Jonquières, Que	"	15	1			Drowned, fell off logs in mill pond.
Logger	New Westminster, B.C	"	27		1	Hand gashed	By glancing of axe.
Sawmill hand	Cap Chatte, Que	"	4	1			Struck by board projected by saw.
"	St. Catherines Bay, Que	"	18		1	Leg broken	Piece of wood fell on it.
"	St. Ephrem, Que	"	3		1	Amputation of 3 fingers	By circular saw.
"	Danville, Que	"	3		1	Amputation of thumb	By circular saw.
"	Hawkesbury, Ont	"	9		1	Arm broken	Lumber fell on him.
"	Rapide de l'Orignal	"	9		1	Arm broken	Fell down stairs in mill.
"	Buckingham, Que	"	21		1	Legs broken	Caught in a pulley.
"	Roberval, Que	"	21		1	Arm broken	Caught in a belt.
"	Winnipeg, Man	"	24	1			Run over by train in yard.
"	New Westminster, B.C	"	22		1	Loss of one hand and part of other	Contact with saw.
Stationary engr in sawmill	"	"	11		1	Face and hand scalded	By escaping steam.
Mining.—							
Miner	Phœnix, B.C	"	8	1			Run over by ore train.
"	Lethbridge, B.C	"	11	1			By fall of coal.
"	Nelson, B.C	"	7	1			By fall of ore.
"	Glace Bay, N.S	"	4		1	4 toes crushed	Heavy pump fell on foot.
"	"	"	4		1	Leg crushed	Run over by car of coal.
"	Sydney, N.S	"	15		1	Body bruised	Struck by runaway car.
"	Victoria, B.C	"	15	1			By fall of rock.
"	Sydney Mines, N.S	"	27		1	Internal injuries	Premature explosion of blast.
"	Cobalt, Ont	"	24		1	Head injured	Struck by stone from blast.
"	Moyie, B.C	"	2		1	Hand torn	Caught in cable.
"	Coal Creek, B.C	"	4	1			By fall of coal from face.
"	Wellington Colliery, B.C	"	17		1	Leg crushed	By fall of coal.
"	"	"	17		1	Leg crushed	Between boxes.
"	Coal Creek, B.C	"	14		1	Thigh broken	Fell off car.
"	"	"	14		1	Leg crushed	Caught between cars.
"	Nanaimo, B.C	"	15	1			Fall of rock.
"	Cumberland, B.C	"	28	1			Fall of coal.
Engineer in mine	Glace Bay, N.S	"	4		1	Loss of arm	Caught in machinery.
"	Asbestos, Que	"	17		1	Loss of finger	Hand caught in engine.
Brakeman on dolomite train	Sydney, N.S	"	11	1			Run over by train.
Quarryman	Stratford, Ont	"	14		1	Ribs broken	Struck by stone from blast.
"	Montreal, Que	"	15	1			Derrick fell on him.
"	Seven Island	"	20		2	Severely injured	By explosion of dynamite.
"	Shisler's Point, Ont	"	3	1			Struck by runaway tram car.
Building trades—							
Carpenter	Montreal, Que	"	9		1	Arm broken	Fell from scaffold.
"	Brantford, Ont	"	3		1	Head bruised	Struck by block from machine.
"	"	"	14		1	Loss of finger	Caught in machinery.
"	Calgary, Alta	"	11				
"	Albernethy, Sask	"	15	1			Struck by lightning while working on a roof.
"	"	"	15		3	Severe shock	Struck by lightning.
"	Sherbrooke, Que	"	11		1	Head bruised	Fell from scaffold.
"	Falkland, Ont	"	20		1	Loss of sight of one eye	Nail flew from hammer.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES F. No. 34.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF AUGUST, 1906.

Trade or industries.	Locality.	Date.	Killed.	Injured.	Nature of injury.	Remarks.
Carpenter	Hamilton, Ont	Aug. 15		1	Body bruised	Fell from scaffold.
"	Maisonneuve, Que	" 30	1			Drowned, fell off wharf on which he was [working.
"	Montreal, Que	" 30		1	Thigh bone broken	Fell from 3rd story of house.
"	Montreal, Que	" 24		1	Leg broken	Piece of machinery fell on it.
"	Moncton, N.B	" 21		1	Injury to spine	Fell 40 feet from scaffold.
"	Montreal, Que	" 29		1	Leg broken	Fell from scaffold.
"	Rossland, B.C	" 21		1	Head cut	Struck by timber from saw.
"	Roberval, Que	" 15	1			Fell from roof of house.
"	Quebec, Que	" 10		1	Leg broken	Piece of wood fell on it.
"	Welland, Ont	" 3	1			Fell from roof of building.
"	Lindsay, Ont	" 24		1	Collar bone broken	Fell on stone.
Plumber	Crofton, B.C	" 7		1	2 ribs broken	Fell from roof.
Painter	Toronto, Ont	" 1	1			Fell from girder 30 ft.
"	Montreal, Que	" 8		1	Head injured	Fell from scaffold.
"	London, Ont	" 18		1	Internal injuries	While painting traction engine caught bet-
"	Toronto, Ont	" 27		1	Hand burned	Explosion of benzine. [ween it and another.
"	Winnipeg, Man	" 28		2	Seriously injured	Scaffold collapsed fell 20 ft.
Bricklayer	Ottawa, Ont	" 17	1			Collapse of scaffold, fell 20 ft.
"	Ottawa, Ont	" 17		1	Dangerously injured	" "
Stone mason	Kingston, Ont	" 28		1	Both legs broken	Fell 20 ft from scaffold.
"	Calgary, Alta	" 11	1			Scaffold collapsed fell 40 ft.
"	"	" 11		1	Fracture of spine	" "
"	Montreal, Que	" 30		1	Both legs broken	Fell from scaffold 35 ft.
Stone cutters	Brandon, Man	" 31		3	More or less injured	Scaffold collapsed.
Roofer	Hamilton, Ont	" 17		1	Skull fractured, &c	Scaffold collapsed, fell 40 ft.
Foreman	Hochelaga, Que	" 28		1	Seriously injured	In a runaway.
Building contractor	Brandon, Man	" 27		1	Spine injured	Fell 28 ft from platform.
Builders' labourer	Montreal, Que	" 1		1	Head cut	By falling bricks.
" "	Vancouver, B.C	" 14		1	Ribs broken, &c	Fell 50 ft in elevator shaft.
" "	London, Ont	" 13		1	Scalp injured	Iron crank fell on him.
" "	Welland, Ont	" 3		1	Concussion of brain	Scaffold broke, fell 16 ft.
" "	Toronto, Ont	" 19		1	Internal injuries	Fell 20 ft,
Metal trades—						
Machinist	Brantford, Ont	" 6		1	Hand cut	Struck by splinter of steel.
"	"	" 14		1	Face cut	Struck by a chain.
"	Cheapside, Ont	" 16		1	Ear lacerated	Caught in machinery.
"	"	" 16		1	Leg injured	Fell on a spike.
"	London, Ont	" 13		1	Loss of 3 fingers	Contact with a saw.
"	Hamilton, Ont	" 2		1	Foot crushed	Iron fell on it.
"	Montreal, Que	" 23	1			Caught in machinery.
"	Kingston, Ont	" 11		1	Hand crushed	Caught under large pounder.
"	Magog, Que	" 24		1	Body bruised	Fell from a shaft.
"	Peterborough, Ont	" 10		1	Head bruised	Contact with crane hooks.
"	"	" 20		1	Hand gashed	By slipping of knife.
"	"	" 20		1	Finger amputated	By steam hammer.
Shipbuilder	Collingwood, Ont	" 14		1	Eye cut	Struck by punch bar.
"	"	" 3		1	Leg cut	Fell on plate in boat.
Blacksmith	Toronto Junction, Ont	" 19	1			Fell from a house.
"	Brantford, Ont	" 15		1	Neck lacerated	By flying piece of iron.

Traction engine engineer	Ayton, Ont.	Aug.	14		1	Leg broken	His vehicle broke through bridge.
" "	London, Ont.	"	17		1	Body bruised	Caught between 2 engines.
Moulder	Brantford, Ont.	"	3		1	Foot burned	Molten metal fell on it.
Electrical worker	Bersimis, Que.	"	31	1			Drowned.
" "	Peterborough, Ont.	"	11		1	Concussion of brain	Hit on head by the block.
" "	Fort William, Ont.	"	14	1			Electrocuted.
" "	Hamilton, Ont.	"	18	1			"
" "	Strathcona, Alta.	"	23	1			"
" "	Niagara Falls, Ont.	"	22		1	Hand burned	Pole collapsed throwing him to ground.
" "	"	"	18		1	Hand and face burned	Contact with live wire.
" "	"	"	22		1	Both wrists broken	By careless crossing of wires.
Foundry worker	Toronto, Ont.	"	11		1	Internal injuries	Fell from pole.
"	London, Ont.	"	14		1	Loss of part of hand	Fell 40 feet.
"	Hamilton, Ont.	"	22		1	Leg broken	Caught in jointer.
"	Brockville, Ont.	"	8		1	Eye burned	Fell while charging furnace.
Stationary engine fireman	Montreal, Que.	"	6		1	Skull fractured	Splashing of molten metal.
" "	Shisler's Point, Ont.	"	12		1	Hands and face burned	Piece of iron fell on it.
Agricultural impl'nt worker	Toronto, Ont.	"	14		1	Hand cut	Oil can exploded.
" "	Sarnia, Ont.	"	22		1	Finger broken	Caught in engine lathe.
" "	Brantford, Ont.	"	25		1	Hand cut	Caught in lathe.
" "	Paris, Ont.	"	1		1	Eyes burned	Contact with circular saw.
" "	"	"	1		1	Foot burned	Splashing of molten metal.
" "	Toronto, Ont.	"	8		1	Hand lacerated	" "
Rolling mill employee	London, Ont.	"	18		1	Leg and side injured	Contact with buzz saw.
" "	Hamilton, Ont.	"	23		1	Loss of toe	By explosion of boiler.
" "	"	"	23		1	Leg broken	Iron fell on it.
Boiler maker	Belleville, Ont.	"	2		1	Scalp wound	"
Sheet metal worker	Toronto, Ont.	"	1		1	Body crushed	Struck by yard engine.
" "	Hamilton, Ont.	"	4		1	Loss of 3 fingers	Boiler fell on him.
" "	Toronto, Ont.	"	16		1	Skull fractured	Caught in press.
" "	"	"	24		1	Fingers crushed	Fell from scaffold.
" "	Hamilton, Ont.	"	28		1	Hand crushed	Caught in press.
Structural iron worker	"	"	15		1	Loss of finger	"
" "	Niagara Falls, Ont.	"	24		1	3 ribs broken	Fell from scaffold.
		"	25	1			Drowned, fell into power tunnel.
Woodworking Trades—							
Woodworker	Granby, Que.	"	14		1	Skull pierced	By bolt flying from turner.
"	St. Damien, Que.	"	16		1	Wrist pierced	Piece of wood flying from saw.
"	Danville, Que.	"	2		1	Thumb amputated	By circular saw.
"	Galt, Ont.	"	3		1	Foot crushed	Casting fell on it.
"	Southampton, Ont.	"	18		1	Arm broken	Caught in belting.
"	Toronto, Ont.	"	13		1	Hand gashed	Contact with rip saw.
"	Amherst, N. S.	"	20		1	Hand cut	Contact with band saw.
"	New Westminster, B. C.	"	27		1	Loss of part of 3 fingers	Contact with planer.
"	Hespeler, Ont.	"	18		1	4 fingers amputated	By buzz planer.
Carriage maker	Ayr, Ont.	"	4		1	Loss of finger	Contact with rip saw.
Cooper	Waterloo, Ont.	"	17		1	Hand lacerated	Contact with buzz planer.
Printing and Allied Trades							
Printer	Brantford, Ont.	"	14		1	Loss of finger	Caught in machine.
"	Peterborough, Ont.	"	16		1	Hand crushed	" "
Pressman	London, Ont.	"	22		1	Arm crushed	Caught between rollers of press.
Textile Trades							
Linen worker	Bracebridge, Ont.	"	11		1	Hand crushed	Caught in finishing calendar.
Cotton mill hand	Montmorency, Que.	"	19		1	Loss of 2 fingers	Caught in gearing.
Food & Tobacco preparation							
Milkman	Montreal, Que.	"	1	1			Struck by train.
"	Winnipeg, Man.	"	21		1	Internal injuries	His vehicle broke through bridge.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF AUGUST, 1906.

Trade or Industry	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Milkman	Pelham, Ont	Aug. 15		1	Leg badly cut	In runaway.
Brewer	Waterloo, Ont	" 2	1			Scalded to death in brewery.
"	Guelph, Ont	" 20		1	Nearly asphyxiated	Explosion of ammonia drum.
	London, Ont	" 6		1	Head cut	Bake pan fell on it from story above.
Biscuit worker	Hamilton, Ont	" 20		1	Feet and legs crushed	On Elevator
Baker	London, Ont	" 23		1	Hand lacerated	Caught in lozenge machine.
Confectioner	Winnipeg, Man	" 3		1	Leg broken	Caught in belting.
Meat cutter	St. Lambert, Que	" 11		1	Leg broken	By fall in abattoir.
Butcher	Victoria, B.C	" 13		1	Leg cut	By glancing axe.
"						
Leather trades—						
Engineer in tannery	Quebec, Que	" 6	1			Caught in machinery.
Tanner	Danville, Que	" 28		1	Fingers amputated	Caught in machine.
Belting worker	Hamilton, Ont	" 18		1	Foot crushed	Roll of belting fell on it.
Railway employees—						
Engineer	Iberville, Que	" 28		1	Leg broken	In head on collision.
"	St. Thomas, Ont	" 27	1			In side on collision.
	"	" 27	1			In side on collision.
Baggage man	"	" 4		1	Arm bruised, side hurt	In head on collision.
Conductor	"	" 4	2			In head on collision.
Fireman		" 13	1			Fell from engine on head.
"	Moose Jaw, Sask	" 22	1			In rear end collision.
"	Toronto Junction, Ont	" 21		1	Back injured	Derailment of freight engine.
"	Paisley, Ont	" 23	1			Fell from cab while train in motion.
"	Brantford, Ont	" 23	1			Fell from engine.
"	Paris, Ont	" 25		1	Concussion of Brain	Struck by train.
Gateman	Toronto, Ont	" 6	1			Caught between cars.
Brakeman	Waterford, Ont	" 4		1	Side badly bruised	In head on collision.
"	St. Thomas, Ont	" 7		1	Probably fatal injuries	Caught between cars.
"	Ingersoll, Ont	" 10	1			Run over by engine.
"	Alliston, Ont	" 2		1	Internal injuries	Caught between cars.
"	Toronto, Ont	" 14	1			Run over by train.
"	Ghent's Crossing, Ont	" 10	1			Run over by engine.
"	Sherbrooke, Que	" 20		1	Loss of arm	Caught between cars.
"	Guelph, Ont	" 9	1			Run over by train.
"	Dudswell Junction, Que	" 28	1			In train wreck.
"	Kenora, Ont	" 10		1	Leg broken	Caught between cars.
"	Toronto, Ont	" 1		1	Leg broken, etc	Struck by engine.
Switchman	Fort William, Ont	" 16	1			Caught between cars.
"	Winnipeg, Man	" 2		1	Foot cut off	Run over by train.
Station master	River Beaudet, Que	" 12		1	Arm broken	Fell into engine pit.
"	Niagara Falls, Ont	" 30	1			Struck by engine.
Station employee	Broadview, Man	" 2	1			Run over by freight train.
Car shop hand	Winnipeg, Man	" 8		1	Eye injured	Struck by bar of iron
"	Fraserville, Que	" 14		1	Hand torn	Caught under car.
"	Thedford, Ont	" 21		1	Body and Feet burned	By molton metal.
"	Montreal, Que	" 22		1	Scalp wound	Struck by shunting engine.
"	"	" 25		1	Internal injuries	Fell under moving car.
"	Quebec, Que					

Trackman	Niagara Falls, Ont.	Aug.	17		1	Heat prostration	Working in sun
Construction hands	Saskatoon, Sask.	"	2		1	Ribs broken, &c.	Trestle collapsed
" "	" "	"	2		1	Internal Injuries	"
" "	Ste Thecle, Que.	"	11	2			Explosion of dynamite
" "	" "	"	11		3	Severely injured	"
" "	Portneuf, Que.	"	8		1	Part of foot amputated	By glancing axe
" "	Hamilton, Ont.	"	14	1			Fell off gravel train,
" "	Elmira, Ont.	"	18		1	Head and shoulder injured	Run over by runaway train.
" "	Parry Sound, Ont.	"	23	2			Explosion of dynamite
Express messenger	St. Thomas, Ont.	"	4		1	Arm broken, head injured	In head-on collision.
Construction hand	Selkirk, Man.	"	30	1			In derailment of gravel train,
" "	" "	"	30		12	More or less injured	"
Yardman	Hamilton, Ont.	"	9		1	Scalp wound	Struck by freight train.
Sectionman	London, Ont.	"	25		1	Loss of leg	Struck by engine.
"	" "	"	25		1	Scalp wounds, etc.	"
"	Kingston, Ont.	"	24		1	Concussion of brain	Struck by tender.
"	Hamilton, Ont.	"	9		1	Scalp wounds	Struck by engine.
"	Ottawa East, Ont.	"	20		1	Loss of arm	Run over by train.
"	Galt, Ont.	"	17	1			Struck by a train.
"	Cornwall, Ont.	"	18		1	Rib broken, &c.	"
"	Hamilton, Ont.	"	24		2	Face and head cut	Their hand car struck by freight.
"	Brownsville, Ont.	"	23		1		Struck by an engine.
Roadmaster	Paquetville, Que.	"	20		1	Loss of arm	Run over by train.
Bridge foreman	London, Ont.	"	28	1			Fell 28 feet from bridge.
Private Sec. to Vice.-Pres.	Winnipeg, Man.	"	20	1			In head-on collision.
Navigation—							
Sailor	Quebec, Que.	"	7	1			Fell between barge and wharf.
"	Fredericton, N.B.	"	7	1			Fell overboard drowned.
"	Kingston, Ont.	"	8	1			Fell between boat and wharf.
"	Sydney, N.S.	"	27	1			Drowned.
"	Quebec, Que.	"	20	1			Drowned, fell overboard.
Captain	Toronto, Ont.	"	7		1	Internal injuries	Fell from a platform.
"	New Westminster, B.C.	"	5		1	Loss of foot	Accidental discharge of gun.
"	Kingston, Ont.	"	23		1	Leg broken	Fell through hatchroof.
"	Stewarton, B.C.	"	18	1			Drowned, boat overturne
Crew of "Princess"	Lake Winnipeg, Man.	"	29	6			Drowned, vessel foundered.
Longshoreman	Montreal, Que.	"	22		1	Leg broken	Iron rail fell on it.
"	" "	"	2		1	Internal injuries	Roll of paper, 600 lbs. fell on him.
"	Windsor, Ont.	"	7		1	"	Bags of flour from hoist fell on him.
"	St. Peters, Que.	"	14	1			Drowned, fell off wharf.
"	Montreal Que.	"	21		1	Foot broken	Bale of merchandise fell on it.
Cook on SS. Erindale	Newcastle, Ont.	"	2	1			Burned to death in vessel.
Bateauman	Levis, Que.	"	15	1			Struck by a train.
Deck hand	Toronto, Ont.	"	13	1			Drowned while returning to vessel.
"	Kingston, Ont.	"	19	1			Drowned, fell overboard.
"	Sarnia, Ont.	"	27	1			" "
"	West Selkirk, Man.	"	23	1			" "
General transport—							
Teamster	Montreal, Que.	"	7		1	Internal injuries	Loaded wagon passed over him.
"	Quebec, Que.	"	8		1	"	Run over by loaded van.
"	" "	"	9		1	Face hurt	While loading vehicle brick fell on him.
"	Winnipeg, Man.	"	7		1	Body crushed	Run over by loaded vehicle.
"	Quebec, Que.	"	10		1	Head and face cut	Fell from his vehicle.
"	Newcastle, N.B.	"	1	1			Run over by loaded "sloven."
"	Toronto, Ont.	"	18	1			Fell from wagon, breaking neck.
"	" "	"	18		1	Arm broken	Fell from vehicle.
"	Coaticook, Que.	"	10		1	Internal injuries	Case of goods fell on him.
"	Hamilton, Ont.	"	7		1	Body Bruised	Fell from his vehicle.
"	Ste Anne de Bellevue, Que.	"	29	1			A pump weighing 900 lbs. fell on him.
"	Montreal, Que.	"	28	1			In collision with street car.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF AUGUST, 1906.

Trade or industry.	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Teamster	Montreal, Que.	Aug. 28		1	Leg broken	Fell from vehicle.
"	London, Ont.	" 28		1	Skull fractured	Kicked by horse.
"	Quebec, Que.	" 1		1	Hip dislocated, etc	Thrown off a horse.
"	Toronto, Ont.	" 2		1	Head cut	In collision with street car.
"	"	" 16		1	Arm broken	Fell down elevator shaft.
"	"	" 21		1	Knee crushed	Thrown from wagon.
Street Railway conductor	Guelph, Ont.	" 9		1	Leg hurt	Struck by car.
" "	St. Catharines, Ont.	" 15		1	Head hurt	Struck by pole while leaning out of car.
" "	"	" 19		1	Face cut	Fell while trying to board moving car.
" motorman	Hamilton, Ont.	" 25				In head on collision.
" "	"	" 25	1	1	Internal injuries	"
" "	St. Catharines, Ont.	" 18		1	Foot crushed	Caught it in cog.
" "	London, Ont.	" 23		1	Both legs broken	In rear end collision.
Livery employee	Peterborough, Ont.	" 29		1	Wrist broken	Kicked by horse.
Freight handler	Stanstead, Que.	" 23		1	Leg and foot crushed	Case of goods fell on them.
Bus driver	Welland, Ont.	" 17		1	Arm cut	In runaway.
Civic employees—						
Sanitary wagon driver	Brantford, Ont.	" 9				Struck by engine.
Waterworks Supt.	Niagara Falls, Ont.	" 20	1	1	Internal injuries	Fell through trap door.
Chairman of light committee	Berlin, Ont.	" 9		1	Several ribs broken	By fall at a fire.
Firemen	Montreal, Que.	" 20		2	Body bruised	Collision bet. fire reel and street car.
"	"	" 23		1	Head injured	Hose nozzle fell on him.
"	Winnipeg, Man.	" 25		1	Severely injured	In runaway.
Miscellaneous—						
Insurance agent	Louiseville, Que.	" 15				Thrown vehicle in runaway.
Manufacturers' agent	Montreal, Que.	" 8	1	1	Skull fractured	Caught bet. elevator and landing.
N. W. Mounted policeman	Dawson, Y. T.	" 21		1	Shot through back	Accidental discharge of rifle.
Bookkeeper	Toronto, Ont.	" 20		1	Scalp wound	Thrown from vehicle.
Domestic servant	Quebec, Que.	" 15		1	Leg broken	Fell off step ladder.
Restaurant employee	St. Catharines, Ont.	" 11		1	Face and arms burned	Explosion of natural gas in stove.
"	Quebec, Que.	" 8		1	Hand mangled	Caught in ice cutting machine.
Rubber worker	Port Dalhousie, Ont.	" 3		1	Arm cut	Fell through pane of glass.
Paper mill employee	St. Catharines, Ont.	" 4		1	Head and shoulders injured	Struck by elevator.
" "	"	" 4		1	Hand crushed	While loading cask of clay.
" "	Hull, Que.	" 15		1	Hand torn	Caught in paper machine.
" "	"	" 22		1	Loss of 2 fingers	"
" "	"	" 25		1	Knee lacerated	" "
" "	"	" 30		1	Body bruised	" "
Chemical factory workers	Cookshire, Que.	" 14		2	Face and hands burned	Explosion of methylated spirits.
Druggist	Coaticook, Que.	" 15		1	Face burned	Explosion of carbolic acid.
Broom maker	St. Thomas, Ont.	" 20		1	Hand lacerated	Struck by board from saw.
"	"	" 27		1	Hand crushed	Caught in press.
Elevator boy	Hamilton, Ont.	" 20		1	Legs and feet crushed	Caught bet. landing and elevator.
Unskilled labour—						
Labourer	Brantford, Ont.	" 6		1	Arm broken	Struck by crane handle.
"	Ottawa, Ont.	" 8		1	Leg broken	Run over by loaded vehicle.

Labourer	Brantford, Ont.	Aug. 9		1	Head cut, body bruised	Struck by engine.
"	London, Ont.	" 15		1	Head cut	Crank handle fell on head.
"	Victoria,	" 16	1			Asphyxiated by gas in a trench.
"	Hamilton, Ont.	" 16		1	Face and hand scorched	Ignition of gas in a trench.
"	Montmorency Falls, Que.	" 16	1			Fell 70 feet.
"	Lake Megantic, Que.	" 11		1	Internal injuries	Fell from a ladder.
"	Niagara Falls, Ont.	" 20		1	Severely shocked	Received a shock of 60,000 volts.
"	Brantford, Ont.	" 16		1	Hand crushed	A brick fell on it.
"	Calgary, Alta.	" 31	1			Cave in of earth.
"	Toronto, Ont.	" 25		1	Foot crushed	Run over by car.
"	Brockville, Ont.	" 30	1			Fell from cheese factory.
"	Montreal, Que.	" 25		1	Head and body bruised	Cave in of earth.
"	Toronto, Ont.	" 11		1	Arm injured	Struck by crowbar.
"	Peterborough, Ont.	" 10		1	Head injured	Block and tackle fell on him.

ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN AUGUST.

Farmer	Humberstone, Ont.	July 27		1	Head and face injured	Kicked by horse.
"	Fenelon Falls, Ont.	" 28	1			Caught in harvester in runaway.
"	Iron Mills, Que.	" 27		1	Shoulder broken	Struck by a wagon.
"	Mansonville, Que.	" 29		1	Internal injuries	Thrown from a wagon.
Saw mill hand	Desceronto, Ont.	" 26		1	Leg injured	Log rolled on it.
Shingle sawyer	Ruskin, B. C.	" 17		1	Leg lacerated	Contact with circular saw.
Miner	Wellington, B. C.	" 24		1	Lost finger, etc.	Caught in "trip".
"	"	" 30		1	Leg, arm and 2 ribs broken	By fall of coal from roof.
"	Coal Creek, B. C.	" 20		1	Hip bruised	By fall of coal from face.
Carpenter	Iron Mills, Que.	" 27		1	Internal injuries	Fell from roof of barn.
Marine engineer	Port Colborne, Ont.	" 23		1	Ribs fractured	In a fall.
Electrical worker	Hamilton, Ont.	" 28		1	Arm injured	Contact with band saw.
Agricultural impl'nt worker.	Smith's Falls, Ont.	" 30		1	Face injured	Struck by crank of windlass.
" "	Hamilton, Ont.	" 6		1	Loss of hand	Crushed by steam hammer.
" "	"	" 21		1	Hand and leg bruised	Bursting of emery wheel.
" "	"	" 14		1	Leg broken	Load from truck fell on it.
Tool maker	St. Catharines, Ont.	" 30		1	Arm broken	Caught in belting.
Woodworker	Port Moody, B. C.	" 17		1	Finger amputated	By revolving knives.
Ice driver	Niagara Falls, Ont.	" 27		1	Foot crushed	Block of ice fell on it.
Electric railway conductor	"	" 25		1	Head cut	Struck semaphore target.
Hotel cook	Crystal Beach, Ont.	" 19		1	Face and body burned	Clothing caught fire from gas stove.
Labourer	Moyie, B. C.	" 14		1	Loss of end of finger and thumb	Explosion of detonator.
"	Port Colborne, Ont.	" 25		1	Ribs fractured	In a fall.
"	Richmond, Que.	" 28	1			Struck by engine.
"	Arthabaska, Que.	" 31	1			Struck by falling hoist.

killed by falls, 4 by being struck by lightning, 4 while tending live stock, 2 by being struck by engines at crossings, 2 by machinery, 2 by drowning and 1 by being crushed between the pole of a wagon and a tree. The serious accidents numbered 34, of which 18 were caused by falls, 9 by machinery, 4 while tending live stock, and 1 each by being struck by an engine, by the accidental discharge of a gun while destroying rabbits and by being caught between a wagon and a gate.

Lumbering.--There were four deaths and 10 serious accidents during August, 1906. In the preceding month 12 were killed and 21 injured and in August, 1905, 2 killed and 15 injured. Two of the fatalities were due to drowning, 1 to being struck by a board projected from a saw and 1 to being run over by a railway train. Six of the serious accidents were due to tools or machinery, 2 to falling material, 1 to a fall, and 1 to being scalded by escaping steam.

Mining.—In this industry, during August, 1906, 10 workers met death by accident and 15 received serious injury. In July, 1906, there were 8 killed and 11 injured, and in August, 1905, 5 killed and 5 injured. Of the deaths 7 were caused by falling material, and 3 to being run over or struck by ore trains. Four were injured seriously by falling material, 4 by being hurt in connection with trains in mines, 3 by explosions, 3 by machinery and 1 by a fall.

Building trades.—Seven were killed and 37 injured during August, 1906, as compared with 16 killed and 29 injured in the month preceding and 4 killed and 31 injured in August of last year. Five of the deaths were due to falls, 1 to being struck by lightning and 1 to the victim falling off a wharf on which he was working and being drowned. Of the serious injuries, 23 were due to falls, 6 to falling material, 3 to being struck by lightning, 2 to machinery and 1 each to being crushed between two traction engines, to an explosion of benzine and to being thrown from a wagon.

Metal trades.—There were 7 fatal and 44 non-fatal accidents during August, 1906, compared with 5 fatalities and 51 accidents in the previous month and 6 fatalities and 12 accidents in August, 1905. An electrical worker at Fort William, Ont., and another at Hamilton, Ont., came in contact with a live wire and were electrocuted; the boat in which an electrical worker at Bersimis, Que., was proceeding to work capsized and he was drowned and a structural iron worker at Niagara Falls, Ont., fell into the power tunnel and was drowned. The pole on which an electrical worker was mounted at Strathcona, Alta., collapsed and he was precipitated to the ground and killed, and a machinist at Montreal, Que., was caught in machinery and killed. Of the minor acidents 19 were caused by machinery, 9 by falls, 7 by falling material, 4 by molten metal, 2 by electricity, 2 by explosions and 1 by being struck by a yard engine.

Woodworking.—There were 11 accidents, none of them fatal, during August. The record of the previous month was none killed and 12 injured, and for August, 1905, none killed and 7 injured. All of the 11 accidents were due to contact with saws or machinery.

Printing and allied trades. — Among these tradesmen there were 3 minor accidents during August, as against 1 in the previous month, and none in August, 1905. All of the accidents were due to contact with machinery.

Textile trades.—Two workmen were injured in this group in August, both by contact with machinery. In July last 7 were injured and none in August, 1905.

Food and tobacco preparation.—In August there were 2 workmen killed and 9 injured, against none killed and 5 injured in the previous month and 1 killed and 12 injured in August, 1905. A milkman at Montreal, Que., was struck by an engine at a crossing and killed, and a brewer at Waterloo, Ont., was scalded to death. Four of the accidents were caused by falls, 2 by falling material, 2 by machinery and 1 by an explosion of an ammonia drum.

Leather trades.—In the leather trade an engineer in a tannery at Quebec, Que., became caught in machinery and was killed, and 2 other workers were injured, 1 by falling material and the other by machinery. In the previous month, and in August, 1905, there were no accidents.

Railway service.—Twenty-seven railway employees were killed during August and 46 injured. In July last the record was 20 killed and 30 injured, and in August of last year 18 killed and 23 injured. Seven of the 27 deaths were due to collisions, 6 to being run over by engines or trains, 5 to falls, 4 to explosions, 2 to being struck by engines, 2 to being crushed between cars, and 1 to derailment of train. Of the accidents 13 were due to derailment of cars, 12 to being struck by cars, 5 to being caught between cars, 4 to collisions, 4 to falls, 4 to being run over by cars, and 4 to explosions.

Navigation. — Among this group 19 workmen were killed and 7 injured in August. In the month previous there were 6 killed and 2 injured, and in August, 1905, 11 were killed and 6 injured. Of the 19 fatalities 17 were due to drowning, a cook on the steamer" Erindale" was burnt to death at Newcastle, Ont., and a batteauman at Levis, Que., was struck by a train. Four of the minor accidents were due to falling material, 2 to falls and 1 to the accidental discharge of a gun.

General Transport.—Five deaths and 23 other accidents was the record for these trades during August, compared with 7 killed and 16 injured in July last, and 4 killed and 18 injured in August, 1905. Two of the 5 deaths were caused by collisions; a teamster at Newcastle, N.B., was killed by being run over by a loaded "sloven"; a teamster at Toronto, Ont., fell from his wagon, breaking his neck, and a teamster at Ste. Anne de Bellevue, Que., was killed by a pump weighing 900 pounds falling from his vehicle on him. Of the accidents 9 were caused by falls, 3 by falling material, 3 by collisions, 3 by being run over, 2 by being kicked by horses, 2 by being struck by cars, and 1 by contact with machinery.

Civic employees.—One death and 6 injuries happened to this class during August. In the previous month there was only 1 minor accident, and in August of last year 11 lesser accidents. A sanitary wagon driver at Brantford, Ont., was struck by an engine at a crossing and killed. Of the other accidents 2 were due to falls, 2 to collisions, 1 to falling material and 1 to a runaway.

Miscellaneous. — In the miscellaneous trades there were 1 fatal and 19 non-fatal accidents during August. In July last there were 8 deaths through accident and 15 other accidents, and in August, 1906, 5 of these workmen were killed and 17 injured. An insurance agent was thrown from his vehicle in a runaway at Louisville, Que., and killed. Of the 19 non-fatalities 6 were caused by machinery, 4 by explosions, 3 by falls, 2 by falling material, 3 by elevators and 1 by the accidental discharge of a rifle.

Unskilled labour.—Four labourers were killed and 12 injured in August, compared with 3 killed and 15 injured in July, 1906, and 8 killed and 14 injured in August, 1905. A labourer at Victoria, B.C., was asphyxiated by gas in a trench, a labourer at Montmorency, Que., was killed by falling 70 feet, one at Calgary, Alt., was killed by a cave-in in a trench, and one at Brockville, Ont., fell from a cheese factory and was killed. Four of the other accidents were caused by falling material, 2 by being run over, and 1 each by being struck by a crane, struck by an engine, by an explosion, by a fall, by electric shock and by cave in of earth.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of Departments and Bureaus were received at the Department of Labour, Ottawa, during August, 1906.

CANADA

Bounties paid during Fiscal Year 1905-06.

THE following return relating to bounties paid by the Canadian Government during the fiscal year 1905-06 was recently given to the press by the Department of Trade and Commerce, Canada.

	1904-05.		1905-06.	
	Tons.	$	Tons.	$
Pig iron	386,719	624,567	581,858	687,632
Steel ingots	272,916	614,433	569,237	941,000
Puddled Bars	3,509	7,895	3,560	5,875
Articles manufactured from steel	60,842	293,208	72,875	369,832
Total steel and iron	723,986	1,540,203	1,227,530	2,004,339
Lead	.....	330,645	.....	90,197
Manilla fibre	.....	13,789	.....	15,079
Crude petroleum	.....	350,047	.....	291,157
		2,234,684		2,400,772

ONTARIO REPORTS.

Vital Statistics of Ontario.

Report relating to the registration of Births, Marriages and Deaths in the Province of Ontario, for the year ending 31st December, 1904. Toronto: King's Printer, 1906, page 35.

The report of the Registrar General of Ontario of the births, marriages and deaths during 1904 states that there were registered in that year 50,265 births, 19,789 marriages and 30,920 deaths. Estimating the population of the province at 2,203,968 the birth rate was 22.8 per 1,000, an increase of .07 over the previous year. The number of marriages was equal to a rate of 8.9 per 1,000, being almost the same as in the previous year; and the death rate was 14.1 per 1,000.

While the birth rate in Ontario is lower than in Quebec it is regarded as satisfactory owing to the great exodus of marriageable persons to the West. With regard to the causes of death 2,877 persons died from tuberculosis, 1,253 from cancer, and 3,794 from diseases of the nervous system. There were 113 deaths from suicide, and 1,308 from accidents. Of the fatal accidents there were 219 deaths by drowning and 186 by railway accidents.

Industrial Education.

Education and Industrial Efficiency. Report of Albert H. Leake, Inspector of Technical Education, to the Minister of Education on recent developments in the schools of the Eastern States. Toronto: King's Printer, 1906, page 37.

A report has been issued in appendix to the report of the Minister of Education for 1905 embodying the results of an investigation with reference to technical education in the United States undertaken by a committee of the Board of Education in view of the reorganization of the Technical High School of Toronto. Sixteen schools were visited by the committee, including three manual training schools in Philadelphia and manual training high schools of Cambridge and Brooklyn, the Textile School of Industrial Art, Philadelphia, the Free School of Mechanical Trade, Williamston, the Manhattan Trade School for Girls and the Girls' Technical High School of New York, the Commercial High School for Girls, Philadelphia, the New York Trade School of New York, the Technical High School of Springfield, the Mechanics' Arts High School of Boston, the Pratt Institute of Brooklyn and the Spring Garden Institute of Philadelphia.

BRITISH REPORTS

Foreign Labour Statistics.

Board of Trade (Labour Department). Third Abstract of Foreign Labour Statistics. London, Wyman and Sons 1906. Prges 381. Price 1s. 6d.

The third volume of the Abstract of Foreign Labour Statistics deals with the following subjects: (1) Wages and hours of Labour; (2) Trade Unions; (3) Trade Disputes; (4) Conciliation and Arbitration; (5) Workmen's Insurance; and (6) Co-operation. Statistics are given relating to 14 countries including all the principal states of Europe, The United States of America and Japan. The report shows that provision is made for conciliation and arbitration of disputes in Germany, Belgium, Holland, Italy and France and also in seven States of the American Union. Statistics are given of workmen's accident insurance in Finland, Norway, Ger-

many, and Austria, sickness insurance in Germany, Austria and Hungary, old age pensions in Germany and miscellaneous forms of workmen's insurance in France, Austria and Belgium. Statistics relating to co-operation for all the countries except Norway, Sweden and Japan. The co-operative societies enumerated include agricultural associations, credit associations and peoples banks, building and loan associations and co-operative societies for production and distribution.

Strikes and Lock-Outs.

Report on Strikes and Lock-Outs and on Conciliation and Arbitration Boards in the United Kingdom in 1905. London, Wyman and Sons, 1906. Pages, 157. Price, 8d.

The report on strikes and look-outs in the United Kingdom during 1905 issued by the British Board of Trade shows the comparative freedom from trade disputes which had been noticed for some years continued in 1905. The number of disputes was 358, being the lowest recorded with the exception of the previous year when there were 355. Compared with these there were 642 in 1901 and 442 in 1902. Less than one per cent of the total working population were involved in trade disputes during 1905, the mean percentage of the past five years being 1.5.

There were 13,735 work people involved in disputes concerning an increase of wages and 11,422 strikers opposed decrease in wages. Questions of trades unionists affected 9,377 work people and strikes affecting 6,408 employees due to the employment of particular classes of persons. With regard to the results of the disputes 24.7 per cent ended in favour of the work people, 33.9 in favour of the employers and compromises were affected in 40.6 cases. The remainder were indefinite or unsettled.

While the number of trade disputes involving a stoppage of work was comparatively small there was a substantial increase in the number of cases considered and settled by the permanent Boards of Conciliation and Arbitration. During the year 60 trade and district and general boards considered 1726 cases and settled 839 while in 1901 57 boards conciliated 1,405 cases and settled 707.

UNITED STATES REPORT

Railway Accidents.

General report to the Board of Trade upon the accidents that have occurred on the Railways in the United Kingdom during the year 1905. London, Wyman and Sons. Pages, 78. Price, 8d.

According to the report of the Railway Accidents in Great Britain during 1905 there were in all 1,099 killed and 6,459 injured making an increase of 26 in the number killed and a decrease of 430 injured compared with the previous year. In proportion to the number of passengers carried, exclusive of season ticket holders, only 1 in 30,744,156 was killed, and 1, in 3,027,834 was injured, with regard to railway servants 1 in 14,201 employed was killed and 1 in 755 was injured.

Industrial Statistics of Massachusetts.

Statistics of Manufactures, 1904, 1905. Part IV of the Annual Report of the Massachusetts Bureau of Statistics of Labor for 1906. Boston; State Printers, 1906. Pages, 83.

The Report of the Massachussetts Bureau of Statistics of Labour on statistics of manufactures in 1904 and 1905, contains returns from 5,019 establishments. Statistical tables are arranged under the following heads:--Establishments and their Management; Investment, Materials used and Product: Labour and its Compensation: Working Time and Proportionate Business done: General Statistics of Manufactures: Summary of Industrial Conditions.

OTHER REPORTS RECEIVED

Ontario.—Tenth Annual Report of the Commissioner of Highways, Ontario 1905. Part V.—Town Streets.

Great Britain.—Forty-Second annual Report on Alkali, etc. Works, by the chief inspector. Proceedings during the year 1905, presented to the Local Government Board and to the Secretary for Scotland.

Annual Statement of the Navigation and Shipping of the United Kingdom for the year 1905.

RECENT INDUSTRIAL ARBITRATIONS AND AGREEMENTS.

THE present article is the first of a series to be published every month in the Labour Gazette, giving the awards of Boards of Arbitration and other similar bodies with reference to trade disputes, and also copies of Trade Agreements between employers and employees, which may be furnished to the Department from time to time. As such agreements form a reliable indication of the attitude of both parties with regard to the relations between capital and labour, a permanent record of them must prove of great interest and importance.

The Department is indebted to the members of the Ontario Railway and Municipal Board for their courtesy in furnishing a copy of their Report and Opinion with reference to claims of street railway employees of London, Ont., and to all the Officers of the Trade Unions who have kindly supplied copies of their agreements upon the request of the Department.

During the month of August an opinion was delivered by the Ontario Railway and Municipal Board with regard to the matters in dispute between the London Street Railway Company and its employees. This is of importance owing to the fact that it was the first occasion when action was taken by the Railway and Municipal Board with regard to trade disputes. Other agreements which took place during the month was made between sheet metal workers and their employers at Winnipeg, Man., and between employers of granite cutters and the Granite Cutters' Association of British Columbia. A synopsis of the opinion of the Ontario Municipal Board and copies of these two agreements are given below.

Opinion of Ontario Railway and Municipal Board.

During the progress of a strike of employees of the Street Railway Company of London, Ont., which began on July 27th, an investigation was held by the Ontario Railway and Municipal Board, acting under Sections 58 and 59 of the Act, for the Appointment of a Railway and Municipal Board 1906*. The intervention of the board had been sought by the Mayor of London prior to the declaration of the strike, but the company having refused the offer of arbitration, the inquiry was instituted upon the request of the employees.

The strike was declared as a protest against the discharge of three men, the strikers claiming that these men had been discharged on account of the part they took in the formation of a trade union. The following terms were also presented to the board by the men:—

(1) That the company should provide uniforms.

(2) Supply cash for change.

(3) Make changes in detail as to fare boxes and regular runs.

(4) Pay men for cleaning of cars after the runs.

(5) Make the working day as nearly nine hours as possible.

(6) Increase the pay.

The following is a summary of the opinion pronounced by the board:—

"In reference to the three men that were discharged the application to us in terms asks that they be reinstated. On evidence before us, we certainly cannot recommend the reinstatement of these three men. . . . We have a natural sympathy for the three discharged men, and we would feel very strongly and make a very strong recommendation, if we found they were discharged without good cause and simply because they had joined the union. Notwithstanding the strong feeling we entertain, we cannot find, upon this evidence, that the company were wrong in discharging these men or that they discharged them simply because they had joined the union.

"The men ask that an authorized committee of the union should treat with the company. There is no law compelling the company to treat with the union. That is a matter that will have to go on as it has done heretofore. Let them treat with them or not as they see fit, just as the men can form a union if they see fit.

"In reference to shortening the hours of labour and increasing the pay of the men in the employment of the company, the

* An account of this Act is given in the article on Ontario Legislation affecting Labour in the present number.

policy of the board had better be understood at the outset. . . . All the local conditions would have to be gone into carefully and a most searching investigation would have to be made, before the board would feel justified in making a recommendation either to shorten the hours of labour or increase the pay of the men. We do not think any case has been made which would justify us in making a recommendation of that kind.

"As to (demand) number 4, we are of the opinion that what the men ask is perfectly reasonable and that they should not be required to clean cars before leaving the barns, unless they are paid for doing so, and we shall make a recommendation to that effect.

"Number 3 is practically conceded by the company, and we will make recommendation that some arrangement be made for the convenience of the men in exchanging their fare boxes.

"As to number 2, we recommend that this amount of cash be given to the men in order to make change, upon their doing, just as other people do, who are entrusted with cash, putting up a bond, as security for the advance, which will cost them very little.

"So far as the uniforms are concerned the board will not make any recommendation in favour of the company providing uniforms for the men. The difficulty in doing that seems to be insuperable.

As to the action of the men in going out on strike when they knew the board had been summoned by the Mayor, Mr. Judd. . . . The board thought that the men might have waited until they arrived before actually going out on strike. However, that is a matter of policy for which the leaders of the strike are responsible".

A minority opinion was delivered by the Vice-Chairman of the Board with regard to the dismissal of the three employees, Messrs. Stuart, Atcheson and Buchanan. With regard to Mr. Stuart, he declared that in his judgment his dismissal was deserved, but he thought that the dismissal of Mr. Buchanan was harsh, and that with respect to Mr. Atcheson he thought that the management had discriminated against him by reason of his association with men who were about to become union men.

Immediately after this decision a large number of the strikers asked personally to be reinstated, and the company took them back, having promised not to discriminate against any one for joining the union or going on strike.

Terms of an Agreement between Sheet Metal Workers and their Employers at Winnipeg, Man.

1. Fifty-three hours shall constitute a week's work: nine hours shall constitute a day's work: that the hours shall be from 7 a. m. till 12 noon, and from 1 p. m. till 5 p. m.; Saturday, from 7 a. m. till 12 noon, and from 1 p. m. till 4 p. m.

2. All time other than herein mentioned, shall be considered over time, for which time and one-half shall be paid until midnight; after midnight until 7. a.m. and Sundays shall be double time. All statutory holidays men are at liberty to work. but will receive no more than on other days. No work to be done on Labour Day.

3. The minimum rate of pay for Journeymen Sheet Metal Workers shall be 39 c. per hour.

4. Employers to pay all car fare, time at regular rate of wages, and board and all necessary expenses when journeymen are working outside of city limits.

5. All shops shall be entitled to one apprentice to every four journeymen; this does not include helpers who may be employed to help journeymen; but in no case shall apprentices use helpers.

6. An apprentice shall be allowed to use all tools required in the trade, but shall not be allowed to go on jobs alone, or with a helper, until the last six months of his apprenticeship, when he shall be given a helper, all Union men with whom the apprentice may be working agreeing to teach him the trade to the best of their ability. Notice in writing of failure of members to keep clause 7 shall be dealt with by the Union.

7. Helpers shall be allowed to use journeymen's tools, but shall not be allowed to work by themselves, but shall perform such work as may be required by the journeyman having them in charge.

8. The above agreement to come in force, and to continue in force from August 1st, 1906, to June 1st, 1908.

Terms of an Agreement Governing Granite-Cutting in British Columbia.

It is hereby mutually agreed between the employers of granite-cutters in the Province of British Columbia and Branches of the G. C. I. A. that the following rules shall govern the cutting of granite throughout the Province for the time hereinafter specified.

1. The standard or minimum rate of wages shall be not less than $5.00 per day.

2. Eight hours shall constitute a day's work, with the exception of Saturday, which shall be a half holiday.

3. Suitable sheds shall be erected, all work done without protection from the sun and inclement weather shall be paid at the rate of $5.50 per day.

4. All overtime and work done on the following holidays: New Year's Day, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day, Election Days, Christmas Day, shall be paid for at the rate of one and one-half.

5. No piece work or sub-contracting shall be allowed from any recognized employer in the granite cutting trade.

6. Employers and contractors wanting cutters or sharpeners should notify the branch secretary.

7. Pay-day shall be once every two weeks and payment shall be made in cash. Not more than one day to be held back by employers. Wages to be paid during working hours.

8. Employers failing to comply with section 7, shall pay for all time lost waiting for wages, payment to be made in full before work is resumed.

9. Tool-sharpeners shall receive the same rate of wages as cutters and 13 cutters shall constitute a gang, where there is a grindstone driven by power, and 12 where there is no grindstone; a surface cutter to count as four men; and in case of emergency a tool sharpener may sharpen for not more than two extra cutters and shall receive 40 cents per day for each extra man, tools to be kitted and every cutter to use only his own kit.

10. All cut stone contractors shall be allowed one apprentice, for each gang or fraction thereof; said apprentice to serve three years, no apprentice will be allowed over 21 years of age. A contract shall be furnished by the employers, which shall be signed by both parties, and apprentice's name shall be carried on the roll of the branch, where he starts to serve his time, and he shall not be allowed to finish his term of apprenticeship in any other yard without consent of the branch. An apprentice who has started to serve his time in any other place shall not come into this Province to finish his time.

11. No granite cutter to be employed for less than the standard rate of wages unless incapacitated by old age or disability, and then only by consent of the branch where he is at work. But this clause not to be construed so as to prevent an old man from receiving the standard rate of wages providing he does an average day's work. Any man working under this section shall inform the branch what rate of wages he receives.

12. When a cutter or sharpener is discharged he shall be paid immediately. In case of their leaving of their own accord they shall receive their wages within 24 hours. No time check shall be accepted. If not paid in accordance with this section he shall be paid for all time waiting for money.

13. In case of scarcity of stone or inclement weather, one man off, all off, and in no case will this rule be deviated from except in case of emergency.

14. Firms employing 3 journeymen tool-sharpeners shall be entitled to one apprentice tool sharpener.

15. All granite cutting machines shall be operated by granite cutters or members of the Granite Cutters' International Association, subject to all the rules and regulations governing journeymen granite cutters, and all surface machines to be operated outside of shop where granite cutters are employed.

16. These rules to take effect August 1st, 1906, and to continue for one year. Three months' notice to be given by either party if a change is desired. If no notice be given, these rules to continue from year to year, until such time as three months' notice, prior to August 1st, of any year, be given of changes being desired.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

PRIVY COUNCIL CASE.

Power of Dominion Parliament under the Alien Labour Act.

THE Judicial Committee of the Privy Council rendered its decision during July in the cases of the Attorney General for the Dominion of Canada vs. Cain and Gilhula, being appeals from a judgment by Mr. Justice Anglin of the King's Bench Division, Ontario, delivered on June 17, 1905. Mr. Justice Anglin held in that decision that section 6 of the Alien Labour Act, which provides for the deportation to his own country of any person who has been allowed to land in Canada contrary to the prohibition of the Act, was ultra vires of the Dominion Parliament to enforce.*

The arguments were heard before a board of the Judicial Committee composed of Lord Macnaghten, Lord Dunedin, Lord Atkinson, Sir Arthur Wilson, and Sir Henri Elzear Tachereau, when judgment was reserved.

Lord Atkinson, in delivering their Lordships' judgment later, as reported in the London Times, spoke as follows:—

The question for decision in this case is whether section 6, of the Dominion statute 60 and 61 Vic. c. 11 (styled in the respondents' case "The Alien Labour Act"), as amended by 1 Edw. VII. c. 13, section 13, is, or is not, ultra vires of the Dominion Legislature. In the events which have happened the question has, in this instance, become more or less an academic one, inasmuch as the two persons arrested under the Attorney-General's warrant granted under the authority of section 6 were on June 17, 1905, discharged from custody by order of Mr. Justice Anglin, and a year having, therefore, elapsed since the date of their entry into Canada they cannot be re-arrested. Section 9 of 60 and 61 Vict. c. 11 has been amended by 61 Vict. c. 2, and sections 1, 6, and 9 of the Alien Labour Act, as amended, are in the terms following:—

"(1) From and after the passing of this act it shall be unlawful for any person, company, partnership, or corporation, in any manner to prepay the transportation, or in any way to assist or encourage the importation or immigration of any alien

*A special article dealing with the proceedings which led to the delivery of this judgment, together with the full text of the judgment, and a statement explanatory of the attitude of the Dominion Government in relation thereto, was published in the July, 1905 issue of the Labour Gazette. (Vol. vi. No. 1.) p. 57. For an account of the circumstances leading to the appointment of a Royal Commission to inquire into the alleged employment of aliens by the Pere Marquette Railway Company and the proceedings of this commission and its report, see the May, 1905, issue of the Labour Gazette. (Vol. v. No. 11). p. 122, and the June, 1905, issue, Vol. v. No. 12), p. 1357.

or foreigner into Canada, under contract or agreement, parole or special, express or implied, made previous to the importation of such alien or foreigner, to perform labour or service of any kind in Canada.

"(6) The Attorney-General of Canada, in case he shall be satisfied that an immigrant has been allowed to land in Canada contrary to the prohibition of this act, may cause such immigrant within the period of one year after landing or entry, to be taken into custody and returned to the country whence he came, at the expense of the owner of the importing vessel, or, if he entered from an adjoining country, at the expense of the person, partnership, company, or corporation violating section 1 of this act.

"(9) This act shall apply only to the importation or immigration of such persons as reside in or are citizens of such foreign countries as have enacted and retained in force, or as enact and retain in force, laws or ordinances applying to Canada, of a character similar to this act."

The validity of section 6 was impeached on several grounds, and was held to transcend the powers of the Dominion Parliament, inasmuch as it purported to authorize the Attorney-General or his delegate to deprive persons against whom it was to be enforced of their liberty without the territorial limits in Canada, and upon this point alone the decision of the case turned. It was conceded in argument before their Lordships, on the principle of law laid down by this board in the case of MacLeod vs. Attorney-General for New South Wales" (1891, A. C., 455, at p. 459) that the statute must, if possible, be construed as merely intending to authorize the deportation of the alien across the seas to the country whence he came if he was imported into Canada by sea, or if he entered from an adjoining country, to authorize his expulsion from Canada across the Canadian frontier into that adjoining country. The judgment of the learned judge was, in effect, based upon the practical impossibility of expelling an alien from Canada into an adjoining country without such an exercise of extra territorial constraint of his person by the Canadian officer as the Dominion Parliament could not authorize. No special significance was attached to the word "return." The reasoning of the judgment would apply with equal force if the word used had been "expel" or "deport" instead of "return." In 1763, Canada and all its dependencies, with the sovereignty, property, and possession and all other rights which had at any previous time held or acquired by the Crown of France, were ceded to Great Britain. (St. Catharines Milling and Lumber Co. vs. The Queen, 14 A.C. 46, page 53.) Upon that event the Crown of England became possessed of all legislative and executive powers within the country so ceded to it, and save so far as it has since parted with these powers by legislation, royal proclamation, or voluntary grant, it is still possessed of them. One of the rights possessed by the supreme power in every state is the right to refuse to permit an alien to enter that state, to annex what conditions it pleases to the permission to enter it, and to expel or deport from the state, at pleasure, even a friendly alien, especially if it considers his presence in the state opposed to its peace, order, or good government, or to its social or material interest. (Vattel, "Law of Nations," Book I., section 231; Book II., section 125.) The Imperial Government might delegate those powers to the governor or the government of one of the colonies, either by royal proclamation which has the force of a statute ("Campbell vs. Hall," 1 Cowper, 204), or by a statute of the Imperial Parliament, or by the statute of a local parliament to which the Crown had assented. If this delegation has taken place, the depositary or depositaries of the executive and legislative powers and authority of the Crown can exercise those powers and that authority to the extent delegated as effectively as the Crown could itself have exercised them. The following cases establish these propositions:—"In re Adam" (1 Moo, P.C. 460, at pp. 472-476); "Donegani vs. Donegani" (3 Knapp 63, at p. 88); "Cameron vs. Kyte" (3 Knapp 332, at p. 343); "Jephson vs. Riera" (3 Knapp 130). But as it is conceded that by the law of nations the supreme power in every state has the right to make laws for the exclusion or expul-

sion of aliens, and to enforce those laws, it necessarily follows that the state has the power to do those things which must be done in the very act of expulsion, if the right to expel is to be exercised effectively at all, notwithstanding the fact that constraint upon the person of the alien outside the boundaries of the state or the commission of a trespass by the state officer on the territories of its neighbour in the manner pointed out by Mr. Justice Anglin in his judgment should thereby result. Accordingly it was in "In re Adam" definitely decided that the Crown had power to remove a foreigner by force from the island of Mauritius, though, of course, the removal in that case would necessarily involve an imprisonment of the alien outside British territory, in the ship on board of which he would be put while it traversed the high seas. The question, therefore, for decision in this case resolves itself into this: Has the Act 60 and 61 Vict., c. 11, assented to by the Crown, clothed the Dominion Government with the power the Crown itself heretofore undoubtedly possessed to expel an alien from the Dominion, or to deport him to the country whence he entered the Dominion? If it has then the fact that extra-territorial constraint must necessarily be exercised in effecting the expulsion cannot invalidate the warrant directing expulsion issued under the provisions of the statute which authorizes the expulsion. It has already been decided in "Musgrove vs. Chun Teeong Toy" (1891, A.C., p. 272), that the Government of the colony of Victoria by virtue of the powers with which it was invested to make laws for the peace, order and good government of the colony, had authority to pass a law preventing aliens from entering the colony of Victoria. On the authority of this case section 1 of the above mentioned statute would be ultra vires of the Dominion Parliament. The enforcement of the provisions of this section no doubt would not involve extra-territorial constraint, but it would involve the exercise of sovereign powers closely allied to the power of expulsion and based on the same principles. The power of expulsion is, in truth, but the complement of the power of exclusion. If entry be prohibited it would seem to follow that the Government which has the power to exclude should have the power to expel the alien who enters in opposition to its laws. In "Hodge vs. the Queen" (9 A.C., 117), it was decided that a colonial legislature has, within the limits prescribed by the statute which created it, "an authority as plenary and as ample . . . as the Imperial Parliament in the plenitude of its power possessed and could bestow." If, therefore, power to expel aliens who had entered Canada against the laws of the Dominion was by this statute given to the Government of the Dominion, as their Lordships think it was, it necessarily follows that the statute has also given them power to impose that extra-territorial constraint which is necessary to enable them to expel those aliens from their borders to the same extent as the Imperial Government could itself have imposed the constraint for a similar purpose had the statute never been passed. Their Lordships, therefore, think that the decision of Mr. Justice Anglin was wrong, and that the appeal should be allowed, and will so humbly advise His Majesty. Having regard to the arrangement as to costs made with the Attorney-General at the hearing of the petition for special leave to appeal, and to all the circumstances of the case, their Lordships direct the appellant to pay the costs of the respondents as between solicitor and client.

NOVA SCOTIA CASE.

Inciting Co-Employees to quit Work.

Two drivers in No. 3 pit of the Dominion Coal Company, for a reason not clear, although it was suspected that a raise in wages was the object, embarrassed operations in the pit by persuading other drivers to quit work, and by forcing a few others to do so. As the functions performed by the drivers are most essential to the continuance of other work, the underground manager interfered, and, as a result, the offenders were prosecuted and fined $16 and $18 respectively.

(Rex vs. Murphy and Steele; 14th August, 1995; P. M. Glace Bay).

QUEBEC CASES.

Right of Policeman to rank on Pension Fund.

What to some extent may be regarded as an interlocutory appeal was recently heard before the Judicial Committee of the Privy Council in England, on appeal from the Court of Appeals of the Province of Quebec. The question involved in the action, which was brought by a member of the Montreal Police Force, who was also a member of the Montreal Police Benevolent and Pension Society, was as follows:

The plaintiff had been a member of the force for 29 years and resigned on March 1st, 1902. On retiring from the force he became qualified for a pension and entitled, subject to the rules of the society, to have his name placed on the pension roll. The affairs of the society are managed by a board of directors composed of nine members, and the matter came before this body in due course. The question involved arose upon consideration of two rules of the society, the 23rd and the 45th.

Rule 23 declared that every application for a pension, gratuity, or aid must come before the board, when the whole circumstances of the case would be fully gone into. Rule 45 was as follows:—"Any member entitled by length of service to a gratuity or pension who is dismissed from the force, or is obliged to resign, shall have his case considered by the board of directors, and his right to such gratuity or pension determined by a majority of the board." In considering the plaintiff's case it became necessary to take into consideration certain features in connection with his service and the questions debated before the Privy Council were (1)Whether plaintiff was "obliged to resign" within the meaning of rule 45, and (2) Whether his case was duly considered and determined by the board.

The Judicial Committee determined the first question adversely to the plaintiff. As to the second, in view of certain irregularities in connection with the proceedings of the board their Lordships were of opinion that the plaintiff's case could not be said to have been dealt with according to the rules of the society and in the result remitted the case to the Superior Court in order that plaintiff's case might be duly and properly considered by the board of the Benevolent Society, and in default that plaintiff's name should be inscribed on the pension roll of the society.

The costs of the appeals were ordered to be paid by the respondents.

(Lapointe vs. Benevolent and Pension Society; 27th July, 1906; Privy Council).

Desertion from ship punished.

In view of the fact that desertions by sailors from their ships in the port of Montreal are becoming of frequent occurrence, the authorities are determined to put a stop to the practice if at all possible.

In a recent case where one John McTavish, a sailor, was charged with having deserted his vessel, the steamship "Athenia" of the Donaldson line, and pleaded guilty to the charge, a severe sentence was imposed upon the delinquent. The accused pleaded as an excuse for his offence that he wished to remain in Canada. He was condemned, however, to forfeit all the effects he had left on board the ship, as is usual in such cases, all wages earned by him that were still unpaid, to give $15 to pay for a substitute, and to remain in jail for twelve weeks from the date of his sentence.

(Rex vs. S. McTavish; 14 Aug. 1906, Piche, J.)

In another case in which two Norwegian sailors were charged with having deserted their ship, the "Hector," in the port of Montreal on July 4, the prosecution was conducted by the Dominion Government at the request of the Norwegian authorities. The offenders were located near Parry Sound, Ont., and were brought back to Montreal for trial. At the time of their apprehension they were engaged in railway construction work. Being found guilty they were each sentenced to one month's imprisonment.

(Rex vs. Helmer and Hensen; 22nd August, 1906; Choquet, J.).

Proprietor of Employment Bureau Found Guilty of Obtaining Money under False Pretences.

George Kierys came to Montreal from Europe several years ago and was employed for a time on railway construction work.

He subsequently returned to Montreal with the intention of returning to his home. In this connection he went to defendant, Lyons, who conducted a labour bureau in Montreal, told him he wanted to go to Antwerp and asked him to sacure passage for him.

Defendant offered to arrange for complainant's passage on a cattle boat for $15. The offer was accepted and Kierys paid the passage money. The destination of the vessel upon which defendant procured the passage for complainant proved to be Liverpool instead of Antwerp. On the voyage complainant made a confidant of the captain of the ship, relating his story, with the result that the latter brought him back to Montreal. As a result this charge was laid against Lyons, who was found guilty and fined.

Another charge was laid against Lyons of a similar nature by one John Davidson, who had gone to Lyons to arrange for a passage to the East Indies. It was alleged that Lyons had agreed to secure the passage on receipt of $5. Davidson, having no money at the time, gave Lyons a gold ring valued at $10, which Lyons accepted in payment. The vessel on which Davidson was told he could go to his destination went only as far as Glasgow. Davidson, having returned to Montreal, laid the charge with the result that Lyons, who still had the ring in his possession, was ordered to return it to complainant.

(Rex vs. Lyons; 15th August, 1906; Choquet, J.).

ONTARIO CASES.

Offence Against Lord's Day Act.

In the Police Court at Toronto two Hebrews, Joseph A. Steiner and Abraham Brahm, were found guilty of a breach of the Lord's Day Act, cutting meat in a butcher's shop on a Sunday. The defendant Brahm, claimed to be a rag-picker, and in defence set up that the butchering business was not his regular calling, and that he was merely helping the other defendant, who was ill. On behalf of Steiner, it was contended that the work was one of necessity and was, consequently, excepted from the operation of the Act, and, further, that there was no Lord's Day Act in force in Ontario, the Provincial Act having been repealed by the Dominion Act, which does not come into force until 1st March, 1907. The magistrate held that the Provincial Act was still in force and rejected the other defences, fining Steiner $1 and costs, or thirty days, and remanding Brahm for sentence until called on.

Rex vs. Steiner & Brahm; 23rd August, 1906; Denison P. M.)

Desertion of Service on Government Cruiser.

At Windsor, on the complaint of Captain Dunn of the fishery cruiser Vigilant, James Tomlinson was sentenced to two weeks' imprisonment for desertion of his employment on the cruiser. A conviction was insisted on as a deterrent to other possible offenders.

Rex vs. Tomlinson; 5th Sept., 1906; Bartlett, P. M.)

Damages for Loss of Eye.

In the case to which a reference was made in the May, 1906 number of the Gazette, a Divisional Court has affirmed the verdict at the trial.

The plaintiff was a mechanic in the employ of defendants in the City of Hamilton. In November, 1905, while engaged at his usual occupation, he was hit in the left eye by a piece of steel from a cylinder which was being chipped by a fellow-workman a short distance away, and the eye was permanently destroyed.

The plaintiff alleged negligence on the part of defendants in not providing screens. Defendants denied negligence, pleaded carelessness of plaintiff, and contended that the injury was an unavoidable accident.

Plaintiff recovered a verdict of $2,000, which defendants claimed was excessive. The court held that there was sufficient evidence of negligence to warrant the case being submitted to the jury. The evidence established that the employment was dangerous, and it was the duty of defendants to use all reasonable precautions for the protection of their servents.

*Page 1287

(Allan vs. Sawyer-Massey Co.; 24th July, 1906; Divisional Court.)

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THE

LABOUR GAZETTE

OCTOBER, 1906

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF SEPTEMBER, 1906.

I.—GENERAL SUMMARY.

THE exceedingly active demand for labour reported in August, arising out of the urgent need of men for the harvest, showed some abatement during September, the labourers released from this employment securing immediate work at threshing, railway construction and on civic improvements. Railway construction contractors, notwithstanding this increase in the supply of labour available, still required large numbers of men, and the great extent of the operations under way in this connection constituted the chief factor affecting the general market for labour during September. The building trades were, on the whole, more active than in August, and unskilled labour had a very busy month, as a result largely of the exceptionally favorable weather which prevailed. In the lumbering and mining industries, conditions continued very active, and manufacturing establishments were, in almost every branch and locality, working to their utmost capacity. Among railway and other transportation employees the month was one of the busiest on record, freight and passenger traffic being exceedingly heavy.

The scarcity of labour reported in the preceding month was less pronounced in September, though in many localities and branches of employment additional hands were said to be required. Among classes affected by this scarcity were the following: Coal miners in Nova Scotia; printers in the Maritime Provinces; bushmen in Ontario and Quebec; hotel and restaurant employees and domestic servants throughout Canada.*

Changes in Wages and Hours.

The following is a statement by industries and groups of trades of the more important changes in wages and hours reported to the Department of Labour in September:

Lumbering.—Sawmill hands at Etchémin, Que. (385), had their wages increased 10 cents per day after a strike. Throughout New Brunswick, Quebec and Ontario the wages offered for men for the woods were from $3.00 to $5,00 per month in advance of last year.

Metal, engineering and shipbuilding.—At Sackville, N.B., the wages of moulders were reduced. Iron moulders (25) at Victoria and Esquimalt, B.C., had their wages decreased 25 cents per day.

Printing and allied trades.—A reduction in hours from 10 to 9 per day, went into effect for 15 printers at Welland, Ont.

Transport.—Teamsters at Toronto, Ont., had their wages increased from $42 to $44 per month. At London, Ont., the same class received an increase. Grand Trunk Railway yardmen (16) at Niagara Falls, Ont., had their wages increased one cent per hour. Street railway employees at Guelph, Ont. (15), had their wages increased one cent per hour on September 19, average wages under the new schedule being $10.88 per week.

* See special statement *re* opportunities of employment elsewhere in the present issue.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

Railway construction.—The wages of labourers, etc., offered by railway contractors were on a higher level at many points than in previous years*. At Brandon, Man., the bridge building department of the Canadian Pacific Railway granted an increase in wages affecting 120 men, including carpenters, pumpers, boilermakers, blacksmiths, etc.

Miscellaneous.—On September 1 a by-law went into effect at Quebec, Que., whereby bar-rooms in hotels and restaurants must be closed at 7 p.m. on Saturdays instead of at midnight, as previously. Employees in and about 150 hotels and restaurants were affected, the average pay of bartenders ranging from $6.00 to $14.00 per week, and the hours being 12 per day.

Cost of Living.

Butter, eggs and other produce were high in price in the closing weeks of September. Selling prices for Fraser River and northern British Columbia sock-eyes, of the catch of 1906, as announced in the opening week of the month, were higher than last year's closing prices. Tinned tomatoes and plums were also advanced in Ontario, the reason alleged being the higher cost of labour and of cases and tins at the canneries. Lumber prices showed further advances at many points in western Canada. At a meeting of the tanners' section of the Toronto Board of Trade, held on September 6, it was resolved that in view of the continued advance in hides and tanning material, harness leather be advanced two cents per pound, measured leather one cent per foot and other leather in proportion. An increase in the price of footwear was indicated as a result of the prevailing shortage of leather. Metals continued high in price, tin futures being held higher than in the preceding month. Pig lead also showed further advances. Antimony, copper and spelter increased in price, and sheet metals were firm. Silver was upward. Real estate markets in the leading centres were generally very active, compared with the corresponding period in former years. Rents were high, the increase of the industrial population of many of the cities having caused a widespread demand for houses.

*A special table of rates paid to this class throughout Canada is published elsewhere in the present issue.

Interruptions to Industry.

The number of trade disputes in existence during September, 1906, was five more than in August, and eight more than in September, 1905. There was an increase of approximately 48,015 in the number of working days lost compared with the preceding month, and an increase of 39,940 working days lost compared with September, 1905.

Among industrial establishments destroyed by fire, etc., during September, the following, as reported in the press of the Dominion, may be mentioned:

Nova Scotia.—Wood working factory at Amherst, loss $75,000; sawmills at Ball's Creek, loss $1,000.

New Brunswick.—The tug "Neptune," at St. John, loss $2,000.

Quebec.—Sawn lumber, etc., at Aylmer, loss $90,000; stores, etc., at Berthierville, loss $20,000; engineer's camp at Levis; sawmill at Montreal, loss $5,000; agricultural implement factory at Plessisville, loss $15,000; flour mill at Quyon, loss $125,000; sawmill at Ste. Cecile de Whitton, loss, $4,000; stores, etc., at St. Louis de Mile End, loss $90,000; bakery, postoffice, etc., at Shawville, loss $110,000. Barns were burnt during electrical storms at Birchton, Farnham and Magog.

Ontario.—Hotel, etc., at Arthur, loss $8,000; eight stores, etc., at Almonte, loss $125,000; barn, etc., at Black Rapids, loss $9,000; Durham rubber factory at Bowmanville, loss $35,000; exhibition building at Bradford, loss $3,000; railway station at Carlsbad Springs; stores, etc., at Carp, loss $60,000; portion of planing mill at Cobourg, loss $1,000; hardware store, etc., at Colborne, loss $18,000; barn and thresher at Collingwood, loss $3,500; barn, etc., at East Zorra, loss $3,000; Globe hotel at Flesherton, loss $4,000; cheese factory and stock at Foxboro; Engine room of furniture factory at Goderich, 50 men out of employment; cheese factory at Havelock; barn, etc., at Ingersoll, loss $2,000; basket factory at Leamington, loss $6,000, 60 hands thrown out of employ-

ment; barn and 35 cows at Lowville, loss $5,000; cheese factory and slaughter house at Melrose; planing mill and stock at Mine Centre; Gilmour hotel at Ottawa, loss $100,000; studio and other buildings at Peterborough, loss $30,000; farm buildings at Rockland; fruit warehouse at St. Catherines, loss $2,500; sawmill at Sault Ste. Marie, loss $200,000; barns, etc., in Smith Township, loss $6,000; business portion of Severn Bridge, loss $22,000; barn, etc., at Strathcona, loss $2,000; Canadian Stove Grate Company's factory at Toronto, loss $6,000; oil warehouse at Toronto, loss $100,000; cheese factory at Vernon; four stores at Wales; apple evaporator at Waterford, 35 hands thrown out of employment; stock, barn, etc., at Whitby, loss $5,000; barn at Zurich.

Manitoba.—Barn and contents at Dauphin; Strathcona hotel at Emerson, loss $50,000; business block at Pilot Mound, loss $25,000; four C. N. R. construction cars at Portage la Prairie; separator at Reston; Paquin's dairy at St. Boniface, loss $7,000; barn and 15 horses at Snowflake; livery stable at Sidney; wood working factory at Winnipeg, loss $10,000; carriage warehouse at Winnipeg, loss $28,000.

Saskatchewan.—Stable, etc., at Fort Qu'Appelle, loss $3,000; general store, barn, etc., at Watson.

Alberta.—Stores, etc., at Lacombe, loss $75,000.

British Columbia.—Hardware store and bakery at Trail, loss $11,000; dry kiln at New Westminster, loss $1,000.

Owing to low water in the Ottawa river and elsewhere several sawmills were obliged to close down at an earlier date than usual, throwing a considerable number temporarily out of employment.*

Conditions in the Industries and Trades

Conditions of employment during September in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:

* See under heading "Lumbering" below.

Agriculture.

The completion of harvesting and the falling off in the demand for men in this connection, especially in western Canada, were leading factors immediately affecting the labour market during September. Threshing was very actively under way and gave employment to large numbers; it was estimated that 2,750 outfits, requiring 20,000 men for their operation, were at work in the prairie provinces, being about 300 more than last year. A large amount of ploughing was also completed. Weather conditions were exceptionally favourable throughout Canada, and fall wheat seeding was completed in several sections. The prevailing dryness, however, caused damage to root crops and pasturage in Ontario, Quebec and New Brunswick. Fruit farmers had a very busy month, especially in the Niagara peninsula, Ont., and in British Columbia.*

The latest estimates received with reference to the western wheat crop placed the total yield in excess of last year, the wheat having been saved in good condition and without injury from frost. With regard to last year's crop, it was estimated, at the close of the crop year, on August 31, that the wheat yield amounted to 84,506,857 bushels, aggregating in value $53,300,065. A total of 65,849,940 bushels of wheat were inspected at Winnipeg, Man., being a larger amount than in any previous year. In addition, 6,921,600 bushels of oats were inspected. The estimated yield in the Province of Alberta for the present year, according to a bulletin issued by the provincial department of agriculture, was as follows:—

Spring wheat	2,332,292	bushels
Winter wheat	907,421	"
Oats	13,191,150	"
Barley	2,201,179	"

The quality of the western grain was reported as higher than had been expected during the dry weather in August. In the other provinces of the Dominion agricultural yields on the whole were regarded as satisfactory.* Prices for hay and dairy produce were high, a number of cheese

* See report of St. Catherines, Ont., correspondent in present issue.

* See reports of Charlottetown, P.E.I., and Toronto Ont., correspondents in present issue.

factories still remaining closed as a result of the dry weather. In British Columbia dairying was stated to have increased in importance during the present season, especially on Vancouver Island. Peaches were a good crop and apples a fair crop throughout Ontario, Quebec and the Maritime Provinces, with market conditions exceptionally favourable, the Co-operative Fruit Growers' Association of Ontario reporting an excellent demand in western Canada. In connection with the marketing of the peach crop of the Niagara, Ont., district, a scarcity of baskets caused some embarrassment, and in the Annapolis Valley, N.S., barrels were in demand. The yield of tomatoes was reported by canning companies in Ontario as very heavy and of excellent quality.

Exceptionally good progress was made with marketing, the amount of grain disposed of up to the third week of the month considerably exceeding the quantity forwarded during the similar period of 1905, a circumstance that had a very favourable effect on business conditions.

It was reported that the number of labourers taking advantage of the recent *harvest excursions* from eastern to western Canada was 23,657, which is 6,799 more than last year. The fare charged for the journey west was $12. It was estimated that about 17,742 would return east at an additional fare of $18. The total amount earned by the railway companies in this connection was stated at $603,440.

A site for an agricultural experimental station in the Temiscamingue district was selected by the Hon. the Minister of Agriculture for Ontario.

A meeting of the society for the encouragement of *sheep raising* in Nova Scotia was held at Halifax, N.S., on September 28.

A number of sittings were held by the *Grain Commission* at Winnipeg, Man., Port Arthur, Ont., Fort William, Ont., Midland, Ont., Toronto, Ont., and elsewhere during September.

The annual meeting of the *Ontario Farmer's Association* was held at Toronto, Ont. Resolutions were passed relating to the tariff, expenditures for military purposes, railway freight and passenger rates, railway taxation, bonuses, government ownership of telephone and telegraph lines, sessional indemnity of members of parliament, mining royalties and other subjects. Mr. James McEwing was elected president and Mr. W. L. Smith, secretary treasurer.

During the year ended June 30, 1906, exports of Canadian *cheese and butter* totalled 214,877,077 pounds valued at $24,300,908. The quantity was about the same as in the preceding year, but the higher prices prevailing in 1906 caused an increase in the value of trade amounting to $4,126,697. The total exports of Canadian butter were 32,904,900 pounds valued at $6,803,003, an increase of 2,914,321 pounds in weight and of $1,253,004 in value. Canadian bacon and eggs to the amount of 98,173,342 pounds, valued at $11,563,619, were shipped to the British market, compared with 116,705,157 pounds, valued at $12,180,817, in the preceding year.

Fishing.

Reports received from the Maritime Provinces were generally of a favourable character. Catches were light off Canso and Sydney, N.S., but at a number of other points on the southern coasts of Nova Scotia and New Brunswick very good fares of herring and mackerel were taken. The herring curing demonstrations conducted in the Baie des Chaleurs, Que., were stated to have achieved satisfactory results, the fall run being of particularly good quality. Dog fish caused considerable damage, and the reduction plants were working to full capacity; last year the establishment at Canso, N.S., handled 1,300 tons of fish, producing therefrom approximately 9,000 gallons of oil and 200 tons of fish scrap. The oyster fishing season commenced under favourable conditions on September 22 in New Brunswick, on September 23 in Nova Scotia and on September 24 in Prince Edward Island; the product was selling at from $5.75 to $7.50 per barrel, exclusive of freight charges. The finnan haddie season opened at Digby, N.S. At Lunenburg, N.S., about 50 Grand Banks fishing schooners

arrived from the summer trip, reporting varying success; on the whole the average return was fair, though some of the vessels had light catches.*

On the great lakes catches were somewhat better than during the summer months at several points.

In British Columbia, activity continued on the Fraser River, cohoes, spring salmon and dog salmon being taken in fair quantities.** The traps off Vancouver Island were by special permission of the Dominion Government operated, for salmon other than sock-eye, during the close season dating from August 24 to September 15; catches were light and the season's take in this connection was estimated to be lower than in any previous year. For the fall sock-eye season, the price agreed upon was 20 cents per fish. Eleven canneries in this connection will be operated on the Fraser River and Gulf. Preparations were underway at Nanaimo for the opening of the herring season.

During the past two years a whaling industry has been in operation at Seven Islands, on the north shore of the St. Lawrence, by the Quebec Steam Whaling Company, which has its principal establishment at Sybil Cove, where 75 men are employed. Whale fishing is carried on from May to September, the average whale producing 60 barrels of oil, 110 barrels being the largest product recorded from one whale. About $100,000 has been expended in establishing the station, including two reservoirs for oil capable of containing 100,000 gallons.

The British Columbia Fisheries' Commission held further sittings during September. Statistics were being prepared relating to the value of the salmon fisheries of the Fraser River from the point of view of capital invested, profits, and money disbursed annually to employees. The international conference to arrange for the protection of sock-eye salmon in contiguous Canadian and United States waters in the Strait of Georgia opened at Vancouver, B.C.

*See report of Halifax, N.S., correspondent in present issue.

**See report of New Weslminster correspondent in present issue for statement in regard to present market conditions for dog salmon.

The second annual convention of the Fishermen's Union of Nova Scotia was held at Halifax, N.S., beginning September 25.*

Lumbering.

Conditions were active in Nova Scotia, but in New Brunswick the outlook was for a curtailment in the cut during the coming winter, a large number of logs having been left on the upper waters of the St. John and other rivers. The work of preparation for the winter season continued, men being reported scarce. Wages offered in this connection were from $3.00 to $5.00 per month higher than at the same time last year.

In Quebec and Ontario the lowness of water in the rivers, especially in the Ottawa Valley, caused serious embarrassment to sawmills and other establishments dependent on water power. At Hawkesbury, Ont., it was stated that some 600 workmen were thrown out of employment, and at Ottawa, Ont., and Hull, Que., the mills were unable to run more than half time. A number of the employees affected by these conditions secured immediate work in the woods.**

In British Columbia, sawmills were for the most part running to full capacity, a number being operated both night and day in order to meet the demand for lumber in the prarie provinces and in the foreign markets. The logging camps were similarly taxed to their utmost capacity to maintain the supply of logs. A number of new mills were being opened.

A convention under the auspices of the Canadian Forestry Association was held at Vancouver, B.C., in the closing week of the month.***

Mining.

The output of the Nova Scotia collieries showed an increase compared with August, more labour having been available, though a demand for additional men was still reported at several points. In the

*A special report of proceedings at this convention is published elsewhere in the present issue.

*See reports of Hull and Ottawa correspondents in present issue.

**A report of the proceedings of this convention is published elsewhere in the present issue.

asbestos and mica mining sections of Quebec, the activity of the earlier months of the season continued. In the Counties of Hastings and Frontenac, Ont., conditions were very busy. At Cobalt, Ont., preparations for winter operations were in progress; heavier machinery was being installed in certain of the mines and additional camp houses erected.

The Ontario Government, through the Provincial Bureau of Mines, recently began the work of opening up the mineral deposits situated on the Gillies' timber limit. Under an arrangement reached early in the season, timber licensees were given until October 1 to remove the timber from the mineralized portions of the limit. The mining operations of the Government were under the direction of Professor W. G. Miller, Provincial Geologist. The mineralized portion of the limit was being carefully explored during September for the discovery of mineral veins. Several of these have been already located, one in particular being reported of considerable value and as containing silver assaying up to 3,000 ounces per ton. A contract has been let for sinking a shaft to a depth of 75 feet in order to work this vein. The work of sinking was in progress during September.

At North Bay, Ont., the foundation stone of a smelter for the Montreal Reduction and Smelting Company, was laid on September 12, by the Honourable the Minister of Lands and Mines of Ontario. The smelter is intended for the production of bullion from the mines of Northern Ontario, thereby affecting a reduction in freight charges on ore and retaining all by-products in Canada.

The creation of a new mining division in Ontario, including the districts of Parry Sound and Muskoka, was announced by the Ontario Government, the headquarters of the mining recorder being situated at Parry Sound.

Considerable activity was reported from the new Tilbury oil fields in Ontario. In the mines situated north of Lake Superior employment was active and the demand for labour fair.

Conditions in British Columbia continued very active, in both coal and metalliferous mines, the September payrolls in many of the camps, more particularly in the Kootenay and Boundary districts, and at Fernie, B.C., being heavier than previously recorded. Labour disputes at Fernie, B.C., and at Frank and Lethbridge, Alta., caused a falling off in the coal output.* Good strikes of ore have been recently made at a number of points and the outlook is considered exceptionally favourable. Nearly all of the principal smelters were reported to be enlarging or otherwise improving their facilities, heavy increases in output having been made during September.

Manufacturing.

Manufacturing establishments in almost every branch and locality were working to full capacity, the output of goods being heavier than at any previous period. Numerous companies were adding largely to their facilities, and a large number of new factories were under construction. Especially busy during the past month were fruit and vegetable canneries in Ontario, which were operating for the most part on tomatoes and corn. Wages ranged from $1.00 upwards per day for men and women on piece work, long hours being worked, and local help being largely employed. Cotton factories were also reported exceptionally busy and in need, in some cases, of additional operatives. Earnings of iron and steel manufacturing companies continued very heavy; in the case of the Dominion Iron and Steel Company, they were estimated at $197,000, for the month of August, the surplus for the month being over $100,000, while the net income of the Lake Superior Corporation for the year ended June 30 was stated to be upward of $1,000,000, being almost double that of the preceding year.**

Railway Construction.

Railway construction operations were still more active than in August, especially during the closing weeks of the month,

* See report Nelson, B.C., correspondent, also Trade Disputes article in present issue.

** See reports of Sydney, N.S., and Sault Ste Marie, Ont., correspondents in present issue.

large numbers of men who had been engaged in connection with the harvest having been taken on by the contractors. In many sections of Canada, particularly in connection with the construction of the National Transcontinental Railway, the activity of operations was limited only by the supply of labour available. The railway companies having construction work in progress were also very busy in anticipation of the close of the season.* The construction of a number of branch lines was sanctioned by the Canadian Pacific Railway Company during September. An order for 50 heavy freight engines, to cost approximately $1,000,000, was also placed by the same company. Heavy importations of steel rails were made.** Repairs and betterments were being rushed.

The act of the Revised Statutes of Canada respecting the preservation of peace in the vicinity of public works,*** was declared in force, by proclamation, after September 8, with the exception of certain sections in the territory lying within 20 miles on each side of the National Transcontinental Railway from St. Boniface, Man., easterly to the Quebec bridge, Que., except within the limits of incorporated cities and towns within this area.

The annual meeting of the Quebec Bridge and Railway Company was held on September 4. It was reported that good progress had been made in connection with the new bridge across the St. Lawrence, the quantity of metal erected amounting to 11,300 tons, in addition to which 20,700 tons were in storage.

Transportation.

The month was an exceedingly busy one for railway employees of all classes. Passenger traffic was very heavy owing to the large number of conventions, exhibitions, etc., held during the month; the fine weather also stimulated the tourist trade which was exceptionally active for the season. Street railway employees, cabmen, express men, etc., had a very busy month from the same causes. Steamboat men on passenger vessels were approaching the close of the busy season, and some falling off in employment took place. Freight traffic, however, both by water and rail was very heavy. At Fort William and Port Arthur, Ont., the volume of freight in transit was greater than previously reported, consisting of westbound manufactured goods, coal, etc., and eastbound wheat. In connection with the forwarding of the latter it was stated that facilities for handling this year's grain crop were greater than in any previous year, vessel accommodation on the great lakes having been largely increased. Complaints of a car shortage, however, were made at certain points in Western Canada. It was expected that about 30,000,000 bushels of the western crop would be moved before the close of navigation. General freight traffic on the great lakes was also reported heavier than in any previous year. Shipments from the port of Montreal compared favourably with last year, wheat, flour, oats and cheese shipments being much heavier, though butter and corn have shown a falling off. In consequence of the above conditions ship labourers and longshoremen had a very busy month.

Railway earnings continued to show heavy increases compared with the corresponding month of 1905. During August the gross earnings of the Canadian Pacific Railway were stated to amount to $6,097,000, as against $4,718,000 in August, 1905, an increase of 29 per cent. During July the increase was 28 per cent.

Arrangements were under discussion for the establishment of a line of steamers giving monthly sailings between British Columbia ports and the west coast of Mexico.

The Trades.

Building.—An exceedingly busy month was reported, the amount of employment in the leading cities being greater than in September, 1905, with the exception of Winnipeg, Man., where a labour dispute

*In view of the extensive nature of these operations at the present time, and the exceptional demand for labour in connection therewith, a statistical table relating to the wages paid to railway construction employees throughout the Dominion during the past month, and giving other information, is published elsewhere in the present issue.

**See report of Winnipeg correspondent in present issue.

***Chapter 151.

TABLE SHOWING STATE OF EMPLOYMENT IN CANADA

[This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, in the several trades and industries throughout the Dominion. This table has reference only to the amount of treated under separate headings in the *Gazette*. In tabulating the information in question the terms employed able or unfavourable, as follows: (1) active, busy, very busy, (2) quiet, dull, very dull.]

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Active	Quiet	Active	Very busy	Very busy	.....	Active
Halifax	Busy	Active	Busy	Active	Active	.....	Busy
Amherst	Very busy	.....	Busy	Very busy	Very busy	.....	Very busy
Prince Edward Island—							
Charlottetown	Busy	Busy	.....	.....	Active	Active	Busy
New Brunswick—							
Moncton	Busy	Busy	Busy	.....	Busy	Busy	Busy
Chatham	Busy	Busy	Very busy	.....	Busy	.....	Active
St. John	Active	Active	Busy	Busy	Busy	.....	(2) Active
Quebec—							
Quebec	Busy	.....	Busy	.....	Active	Very busy	Busy
Three Rivers	Busy	Active	Busy	Quiet	Active	Busy	Busy
Sherbrooke	Busy	.....	Busy	Very busy	Very busy	Very busy	Busy
St. Hyacinthe	Busy	.....	.....	.....	Very busy	.....	Active
Montreal	Busy	.....	.....	.....	Busy	.....	Very busy
Hull	Busy	.....	Busy	Very busy	Busy	.....	Busy
Ontario—							
Ottawa	Busy	.....	(1) Busy	.....	Active	Active	Very busy
Kingston	Busy	Dull	Quiet	Busy	Busy	Active	Active
Belleville	Busy	Active	Quiet	Busy	Busy	Active	Very busy
Peterborough	Busy	.....	Very busy	Busy	Very busy	Busy	Busy
Toronto	Busy	.....	.....	.....	Very Busy	Very busy	Very Busy
Niagara Falls	Very busy	.....	.....	.....	Busy	Busy	Active
St. Catharines	Very busy	.....	.....	.....	Busy	.....	Busy
Hamilton	Busy	.....	.....	.....	Busy	Busy	Very busy
Brantford	Busy	.....	.....	.....	Busy	Busy	Very busy
Guelph	Busy	.....	.....	.....	Active	.....	Very busy
Berlin	Busy	.....	.....	.....	Very busy	.....	Very busy
Woodstock	Busy	.....	.....	.....	Very busy	Busy	Very busy
Stratford	Busy	.....	.....	.....	Very busy	Quiet	Busy
London	Very busy	.....	.....	.....	Very busy	Very busy	Very busy
St. Thomas	Busy	.....	.....	.....	Busy	Very busy	Active
Chatham	Busy	.....	.....	.....	.....	Quiet	Quiet
Windsor	Busy	.....	.....	.....	Very busy	.....	Very busy
Sault Ste. Marie	Busy	.....	Very busy	Active	Very busy	.....	Active
Port Arthur and Fort William	Active	Quiet	Busy	Very busy	Busy	Very busy	Busy
Manitoba—							
Winnipeg	Very busy	.....	.....	.....	Busy	Very busy	(3) V. busy
Brandon	Very busy	.....	Busy	.....	Busy	Busy	Very busy
Saskatchewan—							
Moose Jaw	Very busy	.....	.....	.....	.....	Very busy	Busy
British Columbia—							
Nelson	Busy	.....	Very busy	Very busy	.....	.....	.....
New Westminster	Busy	Active	Very busy	.....	.....	.....	Active
Vancouver	Active	Active	Very busy	Busy	Active	Active	Very busy
Victoria	Busy	Active	Very busy	Busy	.....	Busy	Quiet
Nanaimo	Quiet	Quiet	Very busy	Busy	.....	.....	Dull

(1) Sawmill embarrassed by lack of water. (2) Masons and bricklayers dull. (3) Up to September 17th active. (8) Garment workers active.

DURING THE MONTH OF SEPTEMBER, 1906.

Department of Labour, Canada.
Statistical Tables, Series G., No. 34.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment employment prevailing, no account being taken of wages changes, trade disputes and kindred phenomena are divided into two groups, the order indicating in each the degree to which general conditions were favour-

Metal, Engineering-Ship-building.	Wood-working.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	Active	Busy
Active	.....	Active	Busy	.....	.....	Busy	Busy	Very busy
Very busy	Active	Active	Quiet	.....	.....	Busy	.....	Very busy
Busy	Active	Active	Busy	Active	Active	Busy	Active	Active
Active	Very busy	Active	Quiet	Active	Dull	Busy	Active	Busy
(4) Active	Active	Active	Active	Active	Active	Active	Active	Busy
Active	Active	Busy	Active	Busy	.....	Very busy	Busy	Active
(5) Active	.....	Quiet	(7) Quiet	Busy	.....	Busy	Very busy	Very busy
Active	Active	Active	Very busy	Busy	Active	Busy	Busy	Active
Active	Busy	Active	Very busy	Busy	.....	Busy	Active	Very busy
Busy	Active	Busy	Very busy	Active	Very busy	Busy	Active	Very busy
Very busy	Active	Active	Active	Active	Active	Busy	Busy	Busy
.....	.....	.....	Active	.....	.....	Busy	.....	Busy
Busy	Busy	Busy	Active	.....	.....	Very busy	Busy	Very busy
Active	Active	Active	Active	Active	Active	Very busy	Active	Active
Busy	Very busy	Active	Busy	Active	Busy	Very busy	Busy	Very busy
Active	Active	Active	Busy	Busy	Busy	Very busy	Active	Very busy
Very busy	Active	Active	Active	Active	Active	Busy	Very busy	Busy
Active	.....	Busy	Active	Very busy	.....	Busy	Busy	Very busy
Active	Active	Busy	Active	Active	Active	Busy	.....	Busy
Active	Busy	Busy	Quiet	Active	Active	Busy	Busy	Very busy
Busy	Busy	Busy	Active	Active	Active	Busy	Active	Very busy
Busy	Active	Busy	(8) Quiet	Busy	.....	.....	Busy	Busy
Active	Busy	Busy	Active	Active	.....	Active	.....	Busy
Active	Very busy	Very busy	Active	Busy	Active	Very busy	Active	Busy
Active	Active	Busy	Active	Active	Active	Busy	Busy	Busy
Busy	Busy	Very busy	Active	Very busy	Busy	Busy	.....	Very busy
Active	Active	Busy	Active	Active	.....	Busy	Active	Very busy
Active	Active	Active	Quiet	Active	Dull	Active	Active	Active
Active	Busy	Active	Active	Busy	Active	Busy	Busy	Busy
Active	Active	Active	Active	Active	.....	Active	Active	Busy
.....	.....	.....	.....	.....	.....	Very busy	.....	Very busy
Busy	Very busy	Very busy	Busy	Busy	.....	Very busy	Very busy	Very busy
Active	Busy	Busy	Very busy	Busy	Quiet	Busy	Active	Very busy
Active	Active	Busy	Busy	Busy	Busy	Busy	Active	Very busy
.....	.....	.....	.....	.....	.....	.....	.....	Very busy
Active	Busy	Active	Active	Active	Active	Active	Active	Very busy
Busy	Active	Busy	Active	Active	Active	Busy	Active	Busy
Active	Active	Busy	Busy	Active	Active	Busy	Active	Active
(6) Quiet	.....	Quiet	.....	.....	.....	Quiet	.....	Busy

when strike occured. (4) Some branches quiet. (5) Ironworkers busy. (6) Engineers in demand. (7) Tailors

caused serious loss of time.* Activity was well distributed among the different branches.

Metal, engineering and shipbuilding.—All branches had a good month, employees in iron working establishments being particularly active. Electrical workers and linemen were busy.

Woodworking and furnishing.—Woodworking establishments had a busy month. Coopers were very busy.

Printing and allied.—Printers, pressmen, bookbinders and allied tradesmen had a busy month in many localities. Printers were in active demand in the Maritime Provinces.

Clothing.—Journeymen tailors were considerably more active than in August, and garment workers, hat and cap makers were busy. The boot and shoe factories had a fair month.

Food and tobacco preparation.—Bakers and butchers were busy. Cigarmakers and tobacco workers had a good month.

Leather.—Favourable conditions, on the whole, prevailed.

Miscellaneous.—Barbers and hotel and restaurant employees had a very busy month owing to the large number of conventions and exhibitions held, and to the activity of the tourist trade. Theatre employees were becoming busy. Furriers were working to full capacity. It was stated that efficient assistants in retail grocery establishments were in demand at better wages than had been paid for many years.

Unskilled labour.—This class continued in very active demand, large numbers being required for railway construction and civic improvement work. Wages were on a higher level than last year at many points.

Canadian Trade and Revenue.

Foreign trade.—During August 1906 the total imports entered for consumption were valued at $28,192,791, compared with $24,329,302 in August, 1905. For the two months ended August 31, the total imports amounted to $51,844,913, compared with $42,809,067 in the corresponding period of 1905. The total domestic exports amounted to $24,050,561 in August, 1906, compared with $20,902,876 in August, 1905, and for the two months ended August 31, 1906, to $40,600,109, compared with $33,952,325 in the corresponding period of 1905. The chief increases in exports were under the heading of Agriculture and Animals and their products; products of the mine showed a falling off.

Imperial trade.—According to reports of Canadian commercial agents received at the Department of Trade and Commerce, Canada, pears, plums and apples of good quality were in demand in Great Britain; also hay, flax-seed, wheat, maple and ash blocks, cheese, canned meats and spring mattresses. Apples, potatoes, onions, cheese and butter were meeting favourable market conditions in Jamaica. In Australasia and Newfoundland, general trade conditions were favourable, miscellaneous manufactured products, especially hardware supplies, being in demand in the former. In South Africa the depression in trade continued.

Domestic trade.—Domestic trade conditions continued satisfactory, general retail trade being, on the whole, more active than in August, though the warm weather affected sales of heavy dry goods. Grocers reported a firm movement, and hardware lines were very active, as were all lines of lumber and building material. Country trade was good, and in Western Canada the exceptional progress made with the marketing of the wheat crop had a stimulating effect on general business. Collections were fair and the outlook very promising.

The annual report of the Bank of British North America showed profits for the half year ended June 30, 1906, amounting to £69,013, out of which a balance of £37,861 was carried forward.

Records of clearings in Canadian financial centres showed heavy increases compared with previous years. At Montreal, Que., the total clearings for the eight months ending September 1 were $982,500,000, an increase of $133,400,000 compared with the corresponding period of 1905; at Toronto, Ont., the clearings dur-

*See statement in article dealing with Trades Disputes in present issue.

ing August, 1906, showed an increase of $10,000,000 over August, 1905, and of over $25,000,000 compared with August, 1904.

The Canadian bank statement for August, 1906, showed total assets of $890,180,218, compared with $872,610,468 in July and total liabilities of $710,875,633, compared with $707,233,874 in July. Notes in circulation amounted to $72,213,988 and the amount of deposits payable on demand was $168,285,964.

Canadian revenue.—Canadian revenue during September amounted to $7,703,059.06, compared with $6,557,122.50 in September, 1905. For the three months ending September 30, 1906, the total revenue was $21,093,475.79, compared with $18,192,473.86, during the corresponding period of 1905.

The total expenditure on capital account during September was $1,088,142.10, of which the leading items were: Public works, railways and canals, $851,191.35; bounties, $121,847.94; militia and defence, $57,587.59, and Dominion lands, $57,515.22.

Notes.

Mr. John Armstrong was appointed *Secretary of the Ontario Bureau of Labour* in place of Mr. Robert Glockling, resigned.

The government of the Province of Alberta has undertaken the construction of a telephone line between Calgary and Banff. Further telephone construction will be carried out next season.

Mr. Alexander A. Smith, mechanical superintendent of the Toronto and York Railway Company, was appointed by the Ontario Railway and Municipal Board an *examiner of motormen* under section 221 of the Ontario Railway Act, 1906.

During September a large number of *annual conventions* of labour and other organizations were held. In addition to those to which reference is made elsewhere in the present issue, the following may be mentioned:—The annual convention of the United Garment Workers of America was held at Toronto, Ont., about 150 delegates being present. The nineteenth annual convention of the Operative Plasterers' International Association was held at Toronto, Ont. The sixteenth annual convention of the International Union of United Brewery Workmen of America was held at Toronto, Ont. A proposition to establish a general death benefit fund was defeated; a resolution was passed that only those over 18 years of age be admitted into the union or allowed to work in breweries or bottling houses. The fifteenth biennial session of the United Association of Journeymen Plumbers, Gasfitters, Steamfitters and Steamfitters' Helpers of the United States and Canada was held at Toronto. The annual conference of the Ontario Board of Iron Moulders was held at Toronto, Ont. The fortieth annual meeting of the general executive committee of the Intercolonial Railway Employees' Relief and Insurance Association was held at Moncton, N.B., on August 29. The Canadian Horticultural Association held a convention at Brantford, Ont., 75 members from different localities being present. The second convention of the Ontario Retail Hardware and Stove Dealers Association was held at Toronto, Ont., September 4-5. The Grand Council of the Provincial Workmens' Association held its annual meeting at Halifax, N.S. The membership was stated to have slightly increased during the year and the financial condition of the organization was reported sound. Legislative and other questions were discussed. S. B. McNeill, Glace Bay, N.S., was elected grand master and John Moffatt, Secretary.

The annual convention of the *Ontario Municipal Association* was held at Toronto, Ont., August 29-30. Among the papers read at the meeting were the following:—Amendments to the Ontario Assessment Act, by James Forman, Assessment Commissioner, Toronto; the power question in Ontario, by J. A. Lyon, Guelph, secretary of the Western Ontario Municipalities Niagara Falls Power Union; the Ontario Railway and Municipal Board, by W. B. Meikel, city solicitor, Belleville; Industrial Development, by John T. Hall, Assessment Commissioner, Hamilton, Ont. Mayor Ellis of Ottawa was elected president of the association,

and Mr. K. W. McKay, St. Thomas, Ont., secretary-treasurer.

The *Canadian Independent Telephone Association* held its first annual meeting at Toronto, Ont., on September 5. Delegates from points in Quebec, Ontario and Manitoba were present. It was stated that the number of independent companies, or private systems, in the association was 73, the number of shareholders 3,248, and that the number of subscribers on August 15, 1906, was 12,973. On August 15, 1905, the number of subscribers was 6,427, showing an increase in one year of 5,646. The capital invested was $850,000. On December 31, 1905, the Bell Telephone Company of Canada had 78,195 subscribers, an increase during the year of 12,035. Mr. A. Hover, Green River, Ont., was elected president, and Mr. A. F. Wilson, Markham, Ont., secretary.

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during September showed an improvement over August. The iron and steel industries were exceptionally busy, and the coal companies reported large gains in output. In August the Dominion Iron and Steel Company manufactured 4,947 tons of wire rods, 17,846 tons of steel rails, 25,079 tons of steel ingots, and 20,844 tons of pig iron. September witnessed a still larger output. The Nova Scotia Steel Company was also very active. The Londonderry Iron Company has, after continuous prospecting, located a large body of high grade ore and contemplates an addition to its blast furnace department. Every foundry and machine shop in Cape Breton, Pictou and Cumberland counties was working full time, and several had to work over-time to meet the demand.

The coal trade in Cape Breton was very active, and the September output was larger than that of August. Much of the country labour that had gone to help gather in the harvest returned early in the month. This with an influx of new labourers had a favourable effect on the output. With the exception of Pictou county, all of the mining counties reported increased outputs in September. Port Hood colliery since the reorganization of the company will gradually increase its output. The Allan shafts are being rapidly developed under ground, while the bankhead is being constructed to handle the coal at the surface. The Broughton colliery was still idle.

The building trades continued active in the colliery districts.

Transportation by rail was heavy during September owing to the Dominion Exhibition being held in Halifax during the latter part of the month. Wholesale trade continued prosperous, and retail trade showed no change since August.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The root and vegetable crops were all progressing well, and will exceed those for several years past.

Fishing.—Fishing showed no better results in September than during previous months.

CONDITION OF PARTICULAR TRADES.

Building.—All classes were reported active.

Metal, engineering and shipbuilding.—All branches were active.

Woodworking and furnishing.—These trades were all active.

Printing and allied.—Printers, pressmen and photo engravers were active.

Clothing.—Activity prevailed.

Food and tobacco preparation.—These branches were active.

Leather.—All branches were active.

Miscellaneous.—All were active.

Transport.—All classes engaged in transportation were active.

Unskilled labour was reported in very active demand.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Unusual activity prevailed in the labour market during September. The Dominion Exhibition opened on September 22, and the unprecedented attendance gave much employment to hotel, laundry, train line, barbers and other employees. Work on public and private buildings has made good progress. The Grand Council of the Provincial Workmen's Association met in annual session on September 17 in this city. There were some 90 delegates, representing 10,000 workmen, present. The main points considered were indemnity for men injured while at work; old age pensions, and the matter of an official organ. The session terminated on the 21st inst., on which date the following officers were elected:—

G. M. W.—S. B. McNeil, Glace Bay.
G. A. M. W.—Peter Murphy, Joggins.
G. Scey.—John Moffat, Dominion.
G. Treas.—R. Nicholson, Reserve.
G. Chap.—E. Schunnan, Springhill.
G. Guard.—D. R. McDonald, Bridgeport.
G. I. W.—A. Davis, Sydney Mines.
G. O. W.—D. Matheson, Joggins.
G. P. M.—D. Blue, Springhill.

It having been learned that it was the intention of the Allan Steamship line to land the mails at St. John, N.B., instead of at this city during the winter months, a largely attended meeting of representative business men was held at the Board of Trade rooms on the 27th inst. A strong resolution was unanimously passed protesting against the contemplated change. It was also resolved that copies of the resolution be forwarded to the Boards of Trade throughout Canada, to the Postmaster General as well as to the Premier and other members of the Federal Government.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work has been fully up to the average.

Fishing.—Some good fares of herring and mackerel were taken.

Lumbering.—Activity has been above the average for the season.

Manufacturing.—Conditions were active.

Mining.—Normal conditions prevailed.

CONDITION OF PARTICULAR TRADES.

Building.—These trades have been busy. Bricklayers and masons have had an active month. Carpenters and joiners were more active than last month. Plasterers have had the busiest month for some time. Painters were not as active as last month. Plumbers had an average month. Stonecutters were fully employed, there not being sufficient supply to meet the demand. Builders' labourers were more active than during August.

Metal, engineering and shipbuilding.—Electrical workers and horseshoers had an active month. Boilermakers experienced a normal month, while other lines were fairly active.

Printing.—Printers and pressmen had an active month, there being no idle hands. Bookbinders were active.

Clothing.—Tailors, and boot and shoe makers were busy.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, were active.

Miscellaneous.—Barbers, clerks, delivery employees, hotel, restaurant and laundry employees were busily employed.

Transport.—Railroad conductors, locomotive engineers and firemen, telegraphers, trainmen, switchmen, trackmen and freight-handlers had a busy month.

Unskilled.—Unskilled labour experienced a busy month. All hands were fully employed, and were even working extra time in order to keep pace with the demand for labour.

DISTRICT NOTES.

Lunenburg.—Some 85 fishing schooners have returned from the summer's fishing on the Grand Banks. While the average has been fair, several fishermen had hoped for better fares. The best catches were taken by the new schooner "Gladys B. Smith" (Capt. Smith), 1,400 quintals. The next in order were:—

	Quintals
Schooner Alexandria (Capt. Winters)	1300
" Colonia (Capt. Westhaver)	1200
" Coronation (Capt. Miller)	1200
" Renown (Capt. Spindler)	1200
" Blake (Capt. Conrad)	1200
" W. C. Silver (Capt. W. C. Silver)	1200

The shore fishermen have done remarkably well, reaping probably the best harvest for about 28 years ,over 10,000 barrels of mackerel being taken in the vicinity of Lunenburg. The men are now engaged at herring fishing, over 1,000 barrels being secured at Tancook, with good prospects for the future.

Mahone Bay.—The season may be considered a failure, as despite the fact that there was good weather, as well as an excellent supply of bait, no vessel took upward of 800 quintals.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The past month has been an exceptionally busy one, and additional help was in demand. The harvest excursions to the West carried off a number of young men and their loss was severely felt. The various industries of the town have been working full time, a number of them being compelled to resort to night work to keep pace with orders. Advertisements for men appeared regularly in the daily papers, and the scarcity of help was felt in many branches of employment.

The Maritime Coal, Railway and Power Company, which operates a coal mine nine miles from Amherst let the contract for the erection of a central power station, the purpose of which is to supply the industries of Amherst with electric power. The waste coal will be used to generate the electricity. The poles have already been erected for the wires and it is expected that the plant will be in operation about January 1, 1907. The company could now give employment to from 50 to 100 additional men, miners, labourers and surface men.

Building has been very brisk this month. The Royal Bank of Canada is erecting a new branch. The Methodist congregation is building a new church to cost in the vicinity of $60,000. A large brick departmental store is being erected to cost over $50,000. Two large three-storey stone stores are being erected. In addition to these buildings about seventy dwelling houses are under construction.

Rhodes, Curry & Co., have decided to add rolling mills to their already extensive plant, and the first sod was turned in September. This new plant will give employment to over 100 additional men.

The Malleable Iron Company has finished its new factory, 250 feet by 75. It is expected that it will go into active operations early in October.

The Victor Woodworking Company is installing machinery in its new brick building. The two last mentioned are new industries and will give employment to over 200 hands.

Fire in September, utterly destroyed Sillikee & Co.'s woodworking plant, at a loss of $75,000. It is the intention of the company to rebuild at once. It has secured temporary quarters and the men will not be thrown out of employment.

There has been a decided increase in the rate of wages to unskilled labour this summer. Good men are now paid from $1.50 to $1.75 per day, whereas the old rate was from $1.10 to $1.35. The wages of carpenters and stonecutters have also been advanced.

By an agreement made early this spring the time of tailors was reduced from ten to nine hours a day, and an advance of wages was made at the same time.

During the summer months all the Amherst industries, affecting about 2,000 hands, closed at noon on Saturday, and the half-holiday was enjoyed alike by employers and employees.

CONDITION OF LOCAL INDUSTRIES.

The utmost harmony prevailed between workmen and employees.

Agriculture.—The crops in this district were well up to the average. Farm produce of all kinds commands high prices. The chief subject of complaint on every side is the scarcity of farm help. The rate of wage that prevailed a few years ago was about $20.00. This year farmers were offering $30.00. The above figures include board and lodging. Farmers are even being compelled to abandon

farming on account of the scarcity of labour.

Lumbering.—Lumber shipments at Pugwash, Northport, Parrsboro' and other outlying parts have been heavy, giving employment to a large number of men.

Manufacturing.—Work in the different factories has been active. The Woollen Mills Company advertised for more hands and is greatly enlarging its factory.

Mining.—The various local mines reported a busy month. Many are seeking for more men. The wages to coal cutters has increased over fifty per cent during the last four years. The Eastern Coal Company, made up of Toronto capitalists is opening an abandoned mine at Maccan Station. When further sinking operations are completed the company will be making further demands on the labour market. A number of Americans have acquired a large area of gypsum in the vicinity of this town. They have about 100 men employed, and are shipping the products of their quarries to New York.

CONDITION OF PARTICULAR TRADES

Building.—Bricklayers and masons had a busy month. Wages in their lines were never higher than during this summer. The same is applicable to the other building trades.

Metal.—A large number of moulders and machinists are employed here. All have been steadily at work and more could find places. Wages are exceptionally high and the tendency is upwards.

Woodworking.—Business was well up to the average.

Printing.—Printers have had abundant work.

Clothing.—Business is rather quiet, but activity began in the closing week.

Unskilled labour.—For street and excavation work here there has been a strong demand for unskilled labour. Work has been delayed by the scarcity of help, although employers were offering high wages.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During September there was but little change in the general condition of the labour market from that of the previous month. Seven carpenters were dismissed from the Prince Edward Island Railway shops, the reason given being lack of work. In other trades there was a good demand for skilled labour.

The work on the new railway station, Prince of Wales College, and the approaches to the Hillsborough bridge was progressing. The last named will be completed at an early date. Merchants generally reported trade as improving; this activity will increase as fall exports begin to move. Wages remained unchanged, and no unrest was reported in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—According to a report issued by the Department of Agriculture, the present season has been marked by low temperature and heavy rain-falls, succeeded by a period of excessive heat and drought. The hay crop was slightly below the average, but was saved in excellent condition. The wheat crop would be above the average, were it not for the "jointworm," which has done considerable damage, in at least ten townships. The oat crop was only fair, but early oats were good. Potatoes will be much below the average this year. The fruit crop on the whole, will be fair only. The pastures, which were good the first part of the season, have been affected by the drought in the latter part. Dairy products are bringing better prices than ever, and the amount of milk is above the average. Almost every section reported farm help scarce. The wages range from 65 cents to $1.00 per day, or from $12.00 to $18.00 per month. Sixty-five British emigrants, brought to the province last spring, have given satisfaction. Some of them

although without any previous knowledge of farm work, quickly adapted themselves to their new conditions.

The price of cheese has attained a figure never before approached in the history of that industry in this province. Eight hundred and seventy-seven boxes were boarded at the cheese board meeting on September 21, and all were taken at thirteen cents per pound. It is regretted that the interest in cheese-making in this province has been allowed to wane. In 1900 the cheese output was 70,000 boxes. At present prices that would amount to almost $600,000. The output this year is estimated at 25,000 boxes, and will bring a little over $200,000.

Fishing.—Oyster fishing commenced on Monday, September 24. It is being prosecuted with great vigour and good success. About 500 men are engaged in this industry on Richmond Bay alone. The season promises well. There have been fair catches of cod and mackerel during the month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons had abundant work. Carpenters, joiners, lathers and plasterers were busy. Plumbers, stonecutters and builders' labourers were all active.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists, engineers and blacksmiths were busy.

Woodworking and furnishing.—Woodworkers, upholsterers and wagon workers were well employed.

Printing and allied.—Printers and bookbinders were active.

Clothing.—Journeymen tailors were in demand.

Food and tobacco preparation.—Bakers, butchers and tobacco workers had a good month.

Leather.—Tanners, curriers and saddlers were active.

Miscellaneous. — Barbers, clerks and laundrymen were busy.

Transport.—Railroad conductors, engineers, firemen, telegraphers, trainmen, switchmen, trackmen, freight-handlers and teamsters were busy.

Unskilled.—The demand fell off somewhat.

CHATHAM, N.B., AND DISTRICT.

Mr. Theo. DesBrisay, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour continued, and it was with difficulty that sufficient men were obtained. Business generally was good. There were no changes in rates of wages or hours of labour, and no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather was excellent for harvesting, and the crops were generally good, though root crops were poor owing to the dry weather.

Fish.—All kinds of fish have been abundant throughout the season.

Lumbering.—Lumbermen were preparing to send parties to the woods, wages ranging from $3 to $5 higher than ever before, the men asking from $32 to $35 per month, and in some cases higher. Men were scarce.

CONDITION OF PARTICULAR TRADES.

Building.—All were active, excepting painters, paperhangers, plumbers and gas and steamfitters.

Metal, engineering and shipbuilding.—These trades were active excepting metal workers, stove mounters, boilermakers, jewellers and watch-case makers, who were rather quiet.

Woodworking and furnishing.—These trades were generally active, though some branches were quiet.

Printing.—Printers and pressmen were active.

Clothing.—Active conditions prevailed.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters and ice handlers were busy.

Leather.—Saddlers and leather workers were fairly busy.

Miscellaneous.—All were active.

Transport.—All branches were active and steamboatmen, ship labourers and longshoremen were very active.

Unskilled.—Activity prevailed.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during September has been satisfactory. There were no idle men in the city, all classes being in good demand at high wages. The outlook for the autumn and early winter is most encouraging. The building trades continued active, but work was confined to the erection of dwelling houses, outbuildings and general repairs. Permits to the extent of $80,000 have been issued and repair work to the amount of $10,000. The new buildings erected include twenty residences and five double tenements. About twelve more houses have been erected in Sunny Brae. The city was still a large employer of labour on its streets, mains and sewers. All of the factories and shops have been busy, especially woodworking establishments. The barrel factory has been running night and day to supply the Halifax refineries. Its present capacity is about 1,000 per day, but it is being remodelled and enlarged, new machinery being added, and in a few weeks is expected to double its output. The Campbell Clad Company is putting in new machinery, and expects to employ over eighty hands before winter sets in. Real estate continued high, also rents, with houses in good demand. Wholesale and retail trade has been quiet. Bankers reported a good month. The City Council voted $10,000 towards an exhibition building. The contractors are rapidly rushing the construction of the new I.C.R. shops; 175 men are now employed and additions are made weekly to the staff as new plant is set up. Three concrete mixers are now in operation. The walls of the freight car repair shop are nearly up. The concrete base of the planing mill and the excavation for the passenger car shops are about done. Carpenters are paid 20c. an hour, and unskilled labourers 15c. to 17c. per hour. An increase varying from $5.00 to $10.00 per month was granted to I.C.R. junior clerks and stenographers. About thirty employees were affected. There have been no other changes of wages or of hours of labour during the month, nor has there been any friction between employers and employees. All classes work ten hours per day, and the grocery and dry goods stores close three nights out of the week at six o'clock both summer and winter.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busy harvesting, which with the exception of potatoes and root crops is about completed. The weather has been exceptionally favourable, little rain having fallen throughout the month. The prolonged drouth has proved most injurious to the crops and a large area, comprising Northumberland, Kent, Westmorland, Albert and King's counties has been affected. Wheat turned out fairly well, but oats, buckwheat and potatoes did not average half a crop. In Shediac district potato digging was begun and the yield proved to be very light and small. Apples and other fruits also suffered. Poor pasturage has affected the supply of milk, and butter and cheese rated high, butter retailing at 22c. for packed, and 25c. to 27c. for lb. prints. Farm help has been scarce, and the shortage further increased by the departure of a considerable number of men to the Western harvest fields. The number leaving, however, was not so large as last year.

Fishing.—Mackerel have been plentiful at Richibucto and Shediac, and the fishermen have been very successful in landing large catches. The dogfish have again made their appearance along these shores, and considerable damage has been wrought by them.

Lumbering.—This industry has been quiet and limited chiefly to shipping.

Railroad construction.—Railroad construction has been quiet and limited to repair work. A large quantity of new heavy rails have been put down along the northern division of the I.C.R. On the Fredericton branch about twenty miles

have been ballasted, forty miles of new rails laid, and 40,000 ties placed. Two miles of sidings have been put in and all switches replaced.

CONDITION OF LOCAL INDUSTRIES.

Building.—Carpenters, joiners, lathers and plasterers had a good month, employment being steady. Painters and decorators were busy and plumbers actively engaged. Builders' labourers were in good demand.

Metal, engineering and shipbuilding.—Moulders, iron workers and helpers, machinists, steam engineers and linemen were active. Blacksmiths and horseshoers were steadily employed.

Woodworking and furnishing.—These trades were very active, sash and door factories running to their full capacity to supply local demands. Carriage and wagon makers were dull, upholsterers active, and car builders busy.

Printing—Active conditions prevailed, all members finding steady work.

Clothing.—Tailors and garment workers reported a quiet month.

Food and tobacco preparation.—Bakers were very active, butchers were busy, and ice handlers steadily employed.

Leather.—These trades were dull.

Miscellaneous.—Barbers, clerks, stenographers and delivery employees were all actively employed. Hotel and restaurant employees were very busy and laundry workers steady.

Transport.—All branches were active, and the outlook for October promises to be equally as good. Tourist traffic has been very heavy, the exceptionally fine weather and the various exhibitions being contributing factors. Teamsters and expressmen were very busy.

Unskilled labour.—This class was well employed, steady work and good wages being readily obtained by all desirous of working.

DISTRICT NOTES.

Dorchester.—The foundry building near the I.C.R. station is now ready for the installation of machinery, and is expected to be in operation in a few weeks. Work upon the Crown woodworking building is being rushed, and it is hoped to have it running in a couple of months. The building is of brick, 100 feet by 40. A gang of men is now employed in the Intercolonial copper mine and several thousand tons of ore are being shipped to New York for treatment by the Laist process.

Hopewell.—A large woodworking factory is being erected, and extensive machinery installed.

Rogersville.—A large tannery and a boot and shoe factory have been erected here, giving employment to a considerable staff of operatives.

Sussex.—Contracts have been let for the erection of a brick school house to cost $35,000. The Sussex Manufacturing Company, which operates in both wood and iron, has been enlarging its plant and installing new machinery. About 75 men are on the pay-roll.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during September remained about the same as during August, all trades being well employed, except bricklayers and masons, no new work of any consequence being in course of construction. The McLean, Holt Company is building a new foundry to accommodate its largely increasing business. The St. John Street Railway Company is extending its line through the streets of St. John west. On September 20 an arrangement was completed by which a syndicate of Sydney capitalists secured a controlling interest in the Mowry Safety Nut Company. The F. B. Dunn Packing Company, Limited, has decided to go out of business, and at a special meeting of the shareholders the solicitors for the company were instructed to call for tenders for the works. The provincial government has decided to make repairs to several bridges throughout the province. A meeting of the stockholders of the Central

Telephone Company was held September 24, and the proposed merger with the New Brunswick Telephone Company was ratified. Freight traffic on the river steamers increased considerably, and the railroads did a heavy business. Bank clearings for the four weeks ending September 27 were $4,811,943, and for the corresponding period last year $4,417,709, being $394,234 greater in 1906 than in 1905, and $133,905 less than during the four weeks ending August 23, of the current year. Wholesale and retail dealers reported business improving, country dealers buying in large quantities in preparation for the coming winter. The New Brunswick Telephone Company opened a long distance line between Newcastle and Campbellton, thus giving towns on the north shore direct communication with all parts of the province. A ladies' auxiliary of the International Brotherhood of Maintenance of Way Employees was organized September 6 by Mrs. Alice C. Mulkey, grand president. A committee of I.C.R. freight-handlers had an interview with the Honourable the Minister of Railways on September 3 in reference to an increase in wages; careful consideration was promised. The National Trades and Labour Congress opened its fourth annual meeting in St. John on September 12, and continued in session for three days. One hundred labourers bound for Campbellton, to work on railroad construction, arrived from Boston September 18. Unskilled labour was scarce, so much so, that the C.P.R., had to bring 75 Italians from its Western division to work on the improvements which are now being made at the Bay Shore and Fairville yards.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Herring were very plentiful, a large school having been chased into the harbour by dog-fish.

Lumbering.—It is now estimated that 20,000,000 feet of logs will be stranded on the St. John river. The water is very low, and a heavy rise would be necessary to float the stranded logs. During the week ending September 18, 799 joints were rafted at the Douglas boom, and 913 joints at the Mitchell boom. Lumbermen are of the opinion that lumber to come down the St. John river in 1907 will be less by one-third than in 1906. The Miramichi cut will also be curtailed. The cause is scarcity of men and the large stock.

Mining.—Operations have been resumed at the Intercolonial copper mine, near Dorchester, the intention being to get out several thousand tons of ore and ship to New York, there to be treated by a new process. If this proves successful the prospect is that the mine will be run continuously.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, plasterers and builders' labourers were dull. Carpenters and joiners, painters and decorators, plumbers and gas and steamfitters were active, with stonecutters busy.

Metal, engineering and shipbuilding.—Iron moulders were active. Machinists, engineers and steam engineers were busy, and electrical workers and linemen, boilermakers and sheet metal workers, very busy.

Woodworking and furnishing.—Woodworkers and shingle weavers were busy.

Printing.—Printers and pressmen were very busy, and bookbinders busy.

Clothing.—Journeymen tailors were active

Food and tobacco preparation.—Bakers and confectioners were busy and cigar makers active.

Miscellaneous.—Broom and brushmakers were busy.

Transport.—Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen, and freight-handlers were very busy. Steamboat men, firemen and ship labourers were busy, and street railway employees very busy. Teamsters and expressmen were active.

Unskilled labour was very busy.

DISTRICT NOTES.

Dorchester.—An incandescent lighting system is to be installed at once. It will be operated jointly by the Crown Woodworking Company, and the Dorchester Foundry Company.

Sackville.—Work has recommenced in the Enterprise Foundry, the moulders acquiescing in the withdrawal of last year's ten per cent advance in wages. The foundry was closed for five weeks.

St. Martin's.—Word has been received that the portable mill owned by Fownes & White, and operating at Hanford Brook, was totally destroyed by fire.

St. Stephen's.—Ganong Bros., Limited, have adopted the bonus system. To all who are at work every working day until December 8 they will give $10 over and above regular wages.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and Edward Little, Correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were active during September and the demand for labour well maintained. Work in connection with the Transcontinental Railway and the lumber camps created an active demand for men. The new wing of the Ross rifle factory, to be used as a warehouse, was completed; this factory was working at night to fill orders.

A strike of lumber mill hands at St. Romuald was settled on September 13, the men receiving an increase of from $1.25 to $1.35 per day. A strike for an increase in wages among lumber mill employees at Etchemin was declared on September 20. The men returned to work on September 22 having obtained an increase of 10c. per day.

The sum of $300 was voted by the city council to the Labour Bureau, established in the Labour Exchange, for the year ending April 30, 1907, on condition that the directors of the bureau report every three months concerning their financial operations to the satisfaction of the Finance Committee; that the bureau treat all men on an equal footing whether members of unions or not, and that the sum in question be paid quarterly from the contingencies fund.

A portion of the new system of waterworks at Levis was placed in operation on September 14.

Tourist traffic continued heavy the season having been an exceptionally busy one, commencing nearly a month earlier and being prolonged to a much later date than usual.

The Bell Telephone Company had a large gang of men at work putting the service under ground.

On September 1 a municipal by-law came into effect compelling bar-rooms of hotels and restaurants to be closed at 7 p.m., on Saturdays, instead of at midnight as previously. There are 150 licensed establishments in the city very few of which employ more than one bar-tender. Shop licenses were not affected by the by-law.

The annual meeting of the Quebec Railway, Light and Power Company was held. Reports showed that the company had done a largely increased business compared with the previous year, but that the increase in the price of materials purchased and in the wages of employees had affected net proceeds.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Excellent weather prevailed for harvesting. Crops in most sections were up to the average, but in a number of localities were seriously affected by drouth. Hay in the Lake St. John district was very scarce and other crops below the average. Fall ploughing was fully under way. Good prices prevailed for farm produce, butter selling for 25 cents per pound, eggs at 25 cents per dozen, and potatoes from 50-60 cents per bushel or 80 cents per bag.

Lumbering.—A few of the saw mills have finished their season's cut, but the majority will be kept busy for some time yet.

Railway construction.—Labourers were in demand; track layers were offered $1.75 per day. One hundred and fifty labourers arrived from Scotland on September 24 and were forwarded by special train to La Tuque.

CONDITION OF PARTICULAR TRADES.

Building.—The various branches were busy.

Metal, engineering and shipbuilding.—Iron moulders, iron workers, engineers, etc., were busy; electric workers and linemen were active as were also shipbuilders.

Printing and allied.—Printers had more work than in August, but a number were still in idleness. Bookbinders were busy.

Clothing.—Tailors and garment workers were active. Boot and shoe workers were quiet.

Food and tobacco preparation.—Bakers, confectioners and butchers were active. Cigarmakers were busy.

Leather.—Conditions were fairly active.

General transport.—All branches were busy.

Unskilled.—Conditions were fair.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During September labour generally was well employed, there being an active demand both for skilled and unskilled workmen. The building trades were particularly busy. A large number of men went from this section on the harvesters' excursion to the North-west. The machine shops and woollen factories, as well as the carpet works, were running to their full capacity. Wholesale and retail merchants did an excellent trade during exhibition week. There was some unrest at the Magog cotton mills, but the differences have been settled.

At the monthly meeting of the city council the question of municipal ownership of the electric light plant was again introduced, and a resolution was carried to employ a competent engineer to make plans and specifications for the installation of an electric light plant on the Magog river, about seven miles from Sherbrooke.

The Sherbrooke Power, Light and Heat Company has just completed an extension to its plant at a cost of $50,000. The demand for power and light is so great, however, that even with this extension there is a demand for additional facilities.

The Modern Bedstead Company has many orders ahead. The Sherbrooke Bobbin works were kept very busy on orders for Western Ontario and the Maritime Provinces. Plans have been prepared for large additions to the Grand Hotel. The new "Record" block, one of the finest newspaper buildings outside of Montreal, has just been completed. The "Record" Printing Company has added additional equipment to its plant owing to increased business.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The harvest has been gathered in good conditions, the crops being fully up to the average. The root crops were in advance of those of last year, with prices well maintained.

Lumbering.—Lumbermen were preparing for the woods, but reported a shortage of experienced men. A leading lumberman stated that he was anticipating a cousiderable increase in wages. Choppers and teamsters are asking from $28 to $30, and cooks as high as $50. Last year the lumbermen did not cut as much as in former years, as they desired to clear out their stock this year. They will, in consequence, have to cut considerable more this year, and additional men will be required. With the active demand for men for railroad construction work, where good wages are being paid, it will be difficult to secure a full complement of men for the lumber camps, until railroad construction has been suspended for the winter.

Manufacturing.—All branches were fully employed; there is still a demand for help in the woollen mills.

Mining.—Work was plentiful. The demand for asbestos is such that work will be carried on to full capacity until the weather prevents operations in the pits.

Railroad construction and employment.—Work on the Quebec Central, and Canadian Pacific railways was being pushed rapidly ahead, and every available man in the city is being sought for by the contractors.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were very busy. Granite cutters were being advertised for

by a leading contractor at Stanstead Junction.

Metal, engineering and shipbuilding.—All sections were active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers, carriage and wagon makers, and pattern makers were active.

Printing and allied.—Printers, pressmen, bookbinders, etc., were active. The "Sherbrooke Examiner," which had been in existance since 1878, suspended publication on September 1.

Clothing.—Journeymen tailors were very busy and good men found ready employment; garment workers were also very busy.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters were busy, but ice-handlers were quiet. Cigarmakers were very busy, both factories here having met with great success with the sale of their goods in the West and British Columbia.

Miscellaneous.—Bakers, clerks, stenographers, delivery employees, furriers, hotel and laundry workers were busy.

Transport.—All sections of railroad men were busy, with street railway employees very busy, as also were cabmen, carters and expressmen.

Unskilled.—This class was very busy.

DISTRICT NOTES.

Richmond.—At an adjourned meeting of the ratepayers the road committee presented a report showing an expenditure of $15,000 on granolithic sidewalks and sewers. The council was instructed to submit a by-law for an expenditure of $25,000 for a new water system, and $15,000 for new sidewalks and sewerage system.

Inverness.—The township decided to give free right of way to the M. & L. Railway.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market was favourable during September. In some of the trades the supply of labour was unequal to the demand, and work was abundant for those wishing employment. Building was very quiet, but sash and door factories were very active, while boot and shoe factories were taking on new hands. The J. A. M. Cote Company was preparing to take its semi-annual inventory and will carry on the same with all despatch in view of the heavy orders on hand. The Penman Manufacturing Company was very active and a continuance of this activity was expected during the season. The leather trade was active; the Duclos Payen Company was completing the additional wings lately erected. The F. X. Bertrand Company, steam engine, etc., manufacturers, was very busy. The Crescent Manufacturing Company of Montreal, shirt makers, will open a factory here on October 1 in the building formerly occupied by the E. T. Corset Company, and will employ about 50 hands. Wholesale trade was fairly active and retail traders reported a busy month. Banks were busy, with collections fair.

The inauguration of the new dairying school took place on September 13. This is one of the best furnished institutions of its kind on the American continent. The development of the dairying industry in the province has made such progress that the old school accommodation was totally inadequate and the Quebec government, at the instance of those engaged in the industry, decided to build a school equipped with all modern appliances. The new school is composed of a main building 100 x 50 feet with wings of 80 x 40 feet, one to be used as a creamery and the other as a cheese factory. The building is of three stories and will accommodate at least 80 pupils. Hygienic conditions have been carefully observed, the creamery and the cheese factory being each in a separate building, and each having its own platform for receiving the milk, thus preventing any contamination. The interior of the building has been laid out commodiously. Electricity is the motive power of the machinery in the creamery and cheese departments.

There have been no changes in rates of

wages nor hours of labour, and relations between employers and employees were cordial.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Agricultural conditions were exceptionally favourable. The crop in this district was good, and the price of farm products remunerative. Cattle were scarce and very dear. Horses were also very high in price, and in great demand. Farm labourers were active, but the demand for them had commenced to slacken with the advancing season.

Manufacturing. — Manufacturing establishments had a very active month, all working with full staffs and a number working over-time.

CONDITION OF PARTICULAR TRADES.

Building.—Work was not plentiful and the supply was equal to the demand. With bricklayers, masons, lathers and plasterers, the month was quiet. Painters were fairly active, and gas and steamfitters were active. Stonecutters and builders' labourers had a dull month.

Metal, engineering and shipbuilding.—Iron moulders and iron workers reported very active conditions. Machinists were exceptionally busy, as were also electric workers and linemen. Boilermakers stated that trade was increasing. Blacksmiths were active, and jewellers very busy.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers, polishers and wood carvers were active. Carriage makers and pattern makers were busy.

Printing and allied.—Printers were fairly busy and pressmen were quiet. Bookbinders had a very active month.

Clothing.—Journeymen tailors reported the present season as the best in many years. Garment workers were very busy and boot and shoe workers reported improving conditions.

Food and tobacco preparation.—Bakers, confectioners, butchers and ice drivers were active. Cigarmakers were fairly busy.

Leather.—Tanners and curriers were exceptionally busy and new workmen were being taken on.

Miscellaneous.—Barbers, clerks and delivery employees were active. Hotel, restaurant and laundry workers were busy.

Transport.—Railway employees reported a good month, with heavy freight and passenger traffic. Carters were very busy.

Unskilled labour.—There was an abundance of employment, a great deal of civic improvement work being under way.

DISTRICT NOTES.

Sorel.—It was reported that several new vessels, among others a scoop dredge, a steam tug, and several scows would be begun. This will cause renewed activity in the yards, and will give employment for a couple of years. The large new steel dredge being built in these yards will probably be launched in November. The flooring on the dry dock in which all vessels are built in the shipyards, and in which all ordinary repairs to vessels are done, was being renewed. This dock was built 33 years ago. The new dock will be 195 feet long and will receive vessels of 1,800 tons.

MONTREAL, QUE., AND DISTRICT.

Mr. Gustave Audet, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of September was very active in nearly all branches. Iron workers had so many orders ahead that they

could hardly keep up with them. This had the effect of somewhat delaying building on some large structures in wood and stone. Contractors on some of these buildings were obliged to temporarily discharge about twenty carpenters.

Building permits amounted to $658,356 for the four weeks ending September 17. Per week they were as follows:—

First week	$156,225.05
Second week	203,080.50
Third week	150,920.50
Fourth week	148,100.00
	658,356.00

The present value of real estate in Montreal is estimated at $218,000,000. The increase for this year alone, without counting in the newly annexed municipalities, is $12,000,000. There has been an increase of over $140,000,000 in 25 years. The following is a statement of the value of real estate during each quinquennial period since 1880:—

Year.	Amount.
1880	$ 78,387,759
1885	89,845,000
1890	112,859,850
1895	173,827,055
1900	185,228,277
1906	218,000,000

CONDITION OF PARTICULAR TRADES.

Building.—Lathers, plasterers, painters, plumbers, gas and steamfitters were very active; the other branches were busy.

Metal, engineering and shipbuilding.—Iron workers and helpers, electrical workers, linemen and blacksmiths were very active; coremakers, machinists, engineers, steam engineers, tool sharpeners, horseshoers and jewellers were active.

Woodworking and furnishing.—These trades were all active.

Printing and allied.—Printers, pressmen, bookbinders, etc., reported active conditions.

Clothing.—Journeymen tailors, garment workers and boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers, ice drivers, cigarmakers and tobacco workers had an active month.

Leather.—These trades were very active, especially trunk and bag workers engaged upon repairs.

Miscellaneous.—Hotel, restaurant, theatre employees and laundry workers were active.

Transport.—Street railway employees, cab drivers, hackmen, draymen, teamsters and expressmen were very active and freight-handlers, steamboat employees, ship labourers and longshoremen were active.

Unskilled labour was very active.

HULL, QUE., AND DISTRICT.

Mr. Rod. Laferriere, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

It was feared for a time during September that low water would cause serious loss to the working population of Hull, but the men laid off from the factories were quickly hired for the shanties. The extreme scarcity of hands for the lumbering camps was somewhat alleviated by this circumstance. The Booth saw mills kept running by day while Eddy's shops were run day and night alternately. Some Sunday work was necessarily performed, the wet pulp mills, which use a large quantity of water, being stopped all week, but operated on Sundays. Other Sunday work was carried on at Gilmour and Hughson's saw mill. Large squads of men were kept rolling logs to the mills on the dried up bed of the river.

The usual activity at MacLaren's sawmills at Buckingham received a check by the going out on strike of the company's 500 hands. This is the first strike occurring in this district for many years. The company's manager refused to grant concessions in the absence of the proprietors, who were in British Columbia. The mills were consequently closed down temporarily. On the return of the proprietor the strikers pressed their claims to the recognition of the union and for an increase in wages. Both claims were refused and the mills closed for the rest of the season. The wages claim of the men

was for an increase of 10 per cent on an average pay of $1.25 per day, i.e., from $1.10 to $1.45 per day. The granting of the 10-hour day instead of the 11-hour day and the recognition of the union were also asked.

The Hurdman Lumber Company, at Aylmer, lost by fire 4,000,000 feet of sawn lumber, valued at about $100,000. The lumber was fully insured.

Mining operations throughout the county were very active. About 900 men find employment in these mines and their wages are generally $1.10 and board. Foremen are paid from $50 to $75 per month. The product, mostly mica, is being treated and worked by girls and boys in the city factories, and probably another 1,000 hands derive a living from this source. On a conservative estimate, the mine workers of this district number 2,000.

The *building trades* were busy, with good prospects for the fall.

The *clothing* factory was working full time. The owners are talking of enlarging their premises. A large amount of ready-made clothing is still being made for the Ottawa stores by women working at home, at low wages.

The *early closing* movement is in its infancy in Hull and very few men enjoy it. All stores and shops keep open every evening, but butchers are seeking from the city council to have a by-law passed introducing closing three times a week at 6 o'clock. A similar system has been introduced in one grocery store. In the fall and winter months, clerks in dry goods stores get three nights off at 6 o'clock.

There is no *railway construction* in progress in the district, although the engineers are said to have selected the route for the proposed entrance of the Canadian Northern into the capital. This would mean the construction in the near future of about 40 to 60 miles of railway in this district.

Farm labourers are paid $12 per month and board, boys being hired as low as $8.

OTTAWA, ONT., AND DISTRICT.

Mr. T. W. Quayle, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September was one of the busiest months of the year. On every side there were evidences of prosperity, and the fall trade gave promise of exceptional volume. The only unfavourable feature was the continued absence of rain, which produced a shortage in the milk supply, and increased the value of dairy products, butter selling as high as thirty-two cents per pound. Wholesale trade was satisfactory in volume, and large orders were placed. The lumbering industry suffered from the lowness of the water in the Ottawa river, conditions not being paralleled in this respect within the memory of the oldest inhabitants. At Hawkesbury 600 men were idle owing to the lumber mills closing down, while at Ottawa considerable inconvenience was felt among the Chaudiere industries, night work being almost entirely stopped. In the surrounding districts, also, it was with difficulty that the lighting service was maintained in some towns. The agricultural interests also suffered, streams and wells being dried up, making it very difficult to secure water for stock.

The Central Canada Exhibition held during the earlier part of the month was not as successful financially as had been anticipated. This was due to the very warm weather and to the refusal of the railway companies to grant special rates to the lumbermen of Arnprior, Hawkesbury and other places, who sent large contingents in previous years. During exhibition week the Ottawa Street Railway carried 450,000 passengers, the largest number on record.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were very busy, and working conditions were most favourable.

Metal, engineering and shipbuilding.—The iron trades were all busy, men being reported scarce in some of the foundries.

Woodworking and furnishing. — All branches were active, the busy building season contributing to increase the demand. The car works and other large factories continued busy, the whole summer season having been most satisfactory in this respect.

Printing and allied. — The printing trades were busy. The difficulty in connection with the Local Typographical Union over the non-payment of strike dues to the International Union continued. Many members were in arrears and it was proposed to form an independent union.

Clothing.—These trades were commencing to feel the revival of activity caused by the approach of cool weather.

Transport. — Transportation employees were all steadily employed, the carrying companies being taxed to the limit of their capacity.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment of all kinds during September was active compared with August and the corresponding period of last year. Navigation and other transportation companies reported the season's business far in excess of last year. The taxes of the city this year amounted to $158,000, collections being fully $10,000 ahead of last year at this date. There are still about fifteen concrete walks to be built before the frost comes. So far this year four miles of concrete walks have been built.

A force of men are at work on the new power-house for the locomotive works. Five hundred and fifty-seven piles are being driven for the foundation. Between these, rock and clay will be filled in, and on top a six-inch layer of concrete constructed. Three large vertical boilers with corresponding engines will be put in. There will also be a compressor air plant. One thousand horse-power will be generated by this plant, which will provide all the power and light required by the works. At present the works have generators supplying four hundred horse-power, and for an hour or so in the day a certain amount of power from the city's plant is utilized. The new power plant for the works will contain the latest and most expensive machinery. The building will be of concrete. Plans are also out for other extensions at the works.

During the month plans were received from the Public Works Department, Canada, for the remodelling of Artillery Park barracks. The Tete de Pont plans are not yet completed, as the changes and alterations are more extensive.

The Board of Trade, recently re-organized, moved into new quarters September 10. According to the constitution of the board, standing committees will be appointed on the following subjects: Marine, industries, power, legislation, railways, arbitration, entertainment, wholesale section, retail section, advertising, hotel and membership.

Work on the new gymnasium for Queen's University has been delayed by a scarcity of masons and carpenters. Other construction work has been delayed during the end of the season by a number of mechanics being engaged in other towns.

During the month the Civic Light Committee awarded a contract to the amount of $5,000 for the excavation for a gasholder.

The amount of business done in peaches and similar fruits was reported far in excess of former years. In one day between 2,500 and 3,000 baskets were handled.

Another excursion left here for the Northwest on the 8th of September, from points along the Kingston and Pembroke Railway. About twenty-five went from Harrowsmith and Glenvale. During the month the Government boat "Scout" was at the dry dock loading material for the lighthouse and signal station being erected at Presque Isle Point.

There were no changes in rates of wages or hours of labour and no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were very active.

Fishing.—Catches were light.

Lumbering.—Quietness prevailed.

Manufacturing.—Factories were very active.

Railroad construction and employment.—Employment was active.

CONDITION OF PARTICULAR TRADES.

Building.—All excepting painters were active.

Metal, engineering and shipbuilding.—Shipbuilding trades were active compared with last year.

Woodworking and furnishing.—Woodworkers and finishers continued active.

Printing.—Printers were actively employed.

Clothing.—These trades reported increased activity.

Food and tobacco preparation.—Bakers, butchers, cigarmakers, etc., were active.

Leather.—Tanners and curriers were active.

Miscellaneous.—Barbers, broom-makers, clerks, furriers, hotel, laundry workers, dyers, etc., reported increased activity.

Transport.—Transportation workers were active.

Unskilled.—All were actively employed.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during September were busy in all branches, the favourable weather being taken advantage of to rush building, which gave plenty of employment to many classes. Many buildings were in course of erection and a large number of additions and improvements were being made. The new rolling mills were employing a large number of skilled and unskilled men, many of them coming from outside of the city, and as a consequence they experienced some difficulty in securing suitable dwelling houses. Rents in some instances have gone up over 50 per cent., and a number of buildings were being converted into flats. It is expected that the rolling mills will start to make iron about October. The cement works were still running night and day, and employing large numbers of men at good wages. The Dominion Government is making extensive alterations and improvements to the post office, carpenters and electricians doing the work. The Harbour Commissioners completed the construction of the revetment wall, which is intended to prevent spring freshets from damaging the east bank of the river. A number of stonecutters and labourers were employed in getting out stone at the Crookstone quarries. Work on the construction of the new vinegar works was completed. The canning factory and evaporator employed a large number of hands, the former running night and day part of the time. A large number of carpenters were busy all month on the new curling rink. Alterations, which gave employment to many skilled men, were made to the County buildings, and a large number of workmen were employed on the new house of refuge. This building will cost $35,000. The dredge "Sir Richard" was employed in the harbour all month. The Corby Distillery Company built a new dock, besides making other improvements. A large number of workmen were also employed making additions to the distillery at Corbyville, and many workpeople were engaged picking hops at the same point. A large staff of workmen were engaged laying granolithic walks, $20,000 having been provided for that work by the City Council. The erection of the spire of St. Michael's church gave employment to a large number of workmen and the new stone wall and asphalt pavements around St. Thomas church kept many men engaged. The Belleville tool works were running full time, and the company has made a number of additions to its plant. The different foundries were running full time and experienced difficulty in overtaking orders. The new premises for the Merchants' Bank kept a number of car-

penters and others busy, as well as the buildings being erected for the Standard and Monarch Banks, which are opening branches here. On the whole it was the most active September experienced in years.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported grain an excellent crop, but the drought injured the root crop considerably. Apples and pears yielded well. Farm labour was in good demand at $10-$28 per month with board.

Fishing.—This industry was about the average; pike and bass were plentiful.

Lumbering.—There was little employment.

Manufacturing.—All branches were very active.

Mining.—In the northern part of the county mining was active.

Railway construction.—There was considerable work in this county during the summer months. The Grand Trunk Company raised the tracks on the main line between Belleville and Trenton and also on the Midland branch in North Hastings, Italians being the principal labour employed. The Central Ontario railway had a large force engaged extending the road from Bancroft to Bird's Neck, a distance of four miles, and in straightening and improving the road through the village of Bancroft. A three mile siding was built into the new marble quarries recently opened by the company. A party of C.P.R. surveyors were through this country during September mapping out a route. It will pass through the southern part of this city and through the principal towns and villages along the lake front.

CONDITION OF PARTICULAR TRADES

Building.—Every branch reported an active month, with all members engaged. This city has experienced exceptional activity in building this summer.

Metal, engineering and shipbuilding.—Iron moulders and helpers, engineers, blacksmiths, boilermakers and horseshoers were very busy.

Woodworking and furnishing. — All branches had a very busy month, some of the factories working over-time. Coopers were particularly active, making cheese boxes and barrels.

Printing.—Printers, pressmen and bookbinders were active.

Clothing.—Journeymen tailors had a busy month, as also boot and shoe workers.

Food and tobacco preparation. — All branches were active.

Leather.—Harness and saddle makers had a busy month.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant employees, and laundry workers were busy.

Transport.—Railroad workers had an active month, while steamboatmen of all classes were especially active. Cab drivers, hackmen, carters and draymen were busy.

Unskilled.—An unusually active demand prevailed, and the supply was scarcely equal thereto. Wages were good.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industry continued very active during September. The building trades were more active than in August, several large buildings having been begun, and requiring a large staff to close them in before the cold weather, thus causing a large demand for outside mechanics.

The Brinton Carpet Company's factory was about completed and the machinery placed, and this large industry will soon be working to full capacity. Large contracts on sewers were being carried out for the city; also some by day labour, which is proving a financial success. Over $1,000 has been spent during school vacations on general repairs on the several schools. The large addition to the Canada General Electric Company's works is now under way, some 175 workmen being at work. The building will be 90 feet wide and 300

feet long, and the walls will be of concrete reinforced by steel. The work on the large gas tank has been completed and has passed examination. A large number were employed on the construction of this work. When the water-pipe extensions, now under way, have been completed, the commissioners will have some 26 miles of water mains.

A large staff of men were employed on a roller skating rink, which will be in active operation soon. A large contract has been awarded by the township of Cavan for the excavating of a drain 4 to 5 feet deep, 10 feet wide, and several miles long. The cost will be approximately $12,000. The completion of this work will reclaim at least 3,000 acres of land now under water.

The Machine Telephone Company has been given a franchise at Lindsay for placing a system in that town.

The work of dredging on the water front, and the filling in of the old channel with the dredgings, is still under way.

Trade and banking were very prosperous. Wholesale and retail trade was very active, especially in fruit, thousands of baskets of peaches being sold.

During the past summer there has been a great dearth of workingmen's houses, and a company has been organized to erect a class of small houses to rent for $7 or $8 per month. Nearly all houses at present are equipped with modern conveniences and easily rent for $15 per month, which is beyond the ordinary workingman's means. The building of the class of houses above mentioned will be welcomed by many people. The activity of building has not ceased and present indications point to another busy season next year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Cooling rooms in connection with cheese factories will be installed the coming season. The loss by shrinkage during the time the cheese is in the curing process will be considerably lessened by cool curing, and the cheese cured in this way brings better prices. The prices paid by the cheese boards have been as high as 13⅞ cents. Thirty-three cents per bushel was being paid by the Quaker Oats Company for new oats.

Lumbering.—Trade was very active. The Peterborough Lumber Company was sending men to its camps for the winter operations.

Manufacturing.—Activity prevailed in all lines. Carew's box and planing factory, Lindsay, was in full operation. Finlay's hub factory, Norwood, was very active, with orders which will keep the factory very busy for some months. The Prepayment Electric Meter Company of Peterborough, was turning out large quantities of its goods which are in great demand. The Quaker Oats Company's works were running day and night to keep up with orders. The Wm. Hamilton Company's works were also working night shifts; the firm has orders ahead for months. Twenty carloads of marl were being shipped daily to the Lakefield cement works for the manufacture of cement. This cement is in great demand. A vote will be taken on October 2 by the ratepayers of Peterborough to confirm the action of the city council in the locating of two new industries, viz., the Steel Rolling Mills, and Rapid Tool Company, who if the vote is favourable will begin active operations immediately.

Mining.—While operations were quiet, very valuable discoveries were reported in the northern part of the county of Peterborough, including iron and copper, and a rich vein of silver in the County of Haliburton. If the test of these minerals proves satisfactory work will be begun immediately.

Railroad construction and employment.—The short line between Lindsay and Midland on the Grand Trunk Railway will soon be completed. Section work in all parts of the district was being looked after and put in shape for fall.

CONDITION OF PARTICULAR TRADES.

Building.—All were very busy.

Metal, engineering and shipbuilding.—With the exception of one or two trades that were active, all were busy.

Woodworking and furnishing.—Woodworkers, pattern makers, coopers and carriage workers were very busy. Upholsters

terers, varnishers and polishers were active, and car builders busy on repair work.

Printing.—These trades had a good month.

Clothing.—Journeymen tailors, garment workers and hat makers were active, and boot and shoe workers very busy.

Food and tobacco preparation.—Bakers, ice-handlers and cigarmakers, were active, and butchers very busy.

Leather.—All were very busy.

Miscellaneous.—Barbers, broom makers, clerks and stenographers active, and delivery employees, furriers, hotel and restaurant employees, and laundry workers, were busy.

Transport.—Railroad workers had an exceptionally busy month in all departments. Steamboat workers have also experienced a busy month. Street railway employees were active, and cab drivers, teamsters and expressmen very busy.

Unskilled.—Labourers were very busy.

DISTRICT NOTES.

Work throughout the district has consisted chiefly of threshing and preparing ground for fall wheat sowing. It is feared that there will be a scarcity of hay and that the price will likely be as high as $20 per ton, as a result of heavy shipments to foreign markets. The demand exceeds the supply at present. General business has been excellent and markets well attended. Prices were as follows:—

Butter, 20 to 24 cents. per lb.
Eggs, 18 to 19 cents. per doz.
Tomatoes, 60 to $1.25, per crate.*
Potatoes, 70 to 80 cents. per bag.
Apples, 50 cents. per bushel.
Plums, 80 to $1.00, per basket.
Chickens, 60 to 80 cents, per pair.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour both skilled and unskilled continued to be actively employed in nearly all lines, with no noteworthy change in conditions except such as is incidental to the season. The building and iron trades were especially busy. With the exception of the Piano Workers strike, and one or two minor difficulties, the relations between employers and employed were harmonious.

The approximate value of buildings for which permits were issued during August was $1,271,620 as compared with $1,417,155 in August, 1905. Up to September 15, the total value of building permits issued since the beginning of the year was $9,120,683, as against $7,588,934 for the corresponding period of 1905 an increase of $1,531,749.

On October 1 the city will take over 996 gas lamps from the Carbon Light and Power Company, effecting a saving of about $5,000 per year, as the city will get gas for 80 cents from the Consumers' Gas Company in place of 90 cents chargeable by the Carbon Company.

The gross receipts of the Toronto Railway Company in August were $291,803, as against $255,888 in August, 1905. The city's percentage amounted to $43,779, as against $38,383 last year.

The Commissioner of Industries stated that he had received many enquiries as to whether there are any unoccupied factory buildings in Toronto from firms desirous of locating here. He has been obliged to reply that there are very few such buildings available in the city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were all busy and threshing was well advanced. Some of the root crops turned out poorly owing to continuous drought and pasturage was light. Though the demand for help had slackened with the advance of the season, some employers were ready to make long-term engagements with a view to providing for spring requirements.

Manufacturing.—Activity continued in nearly every department, many establishments finding it difficult to overtake orders. Numerous extensions and new establishments were being undertaken. Gowans, Kent & Company, Limited, have a cut glass factory in course of erection.

*According to quality.

The Polson Iron Company, Limited, has let the contract for a new steel structure to cost $50,000, and will further extend its works, provided a site south of Frederick street, belonging to the city, can be obtained. Chemical Laboratories Company, Limited, recently incorporated will build a factory. The Kindel Bed Company of St. Louis and New York, will establish a branch in Toronto employing 25 men at the outset.

Railway construction.—A large number of labourers, many of them immigrants, were forwarded from Toronto to work on the James Bay Railway. Freight trains have been running for some time and the date for opening the road for regular passenger service between Toronto and Parry Sound has been fixed for October 10.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were actively employed, with prospects of plenty of work so long as weather permits.

Metal, engineering and shipbuilding.—Blacksmiths, boiler makers, machinists, moulders, structural iron workers, sheet metal workers and electricians, were well employed, jewelers and silversmiths had steady work.

Woodworking and furnishing.—Cabinet makers, coopers, awning makers and woodworking machinists had a good month. Furniture workers were a little slack. The piano workers to the number of upwards of 700 went out on strike on the 1st inst., demanding an increase of 15 per cent in wages, closed shops, the abolition of the contract system, and the limitation of the number of apprentices. A number of the men have obtained other employment, and the employers claim to be able to run their factories with new men.

Printing.—Printers, etc., had a fair month.

Clothing.—Journeymen tailors, garment workers, hat and cap workers, and boot and shoe workers were all well employed.

Food and tobacco preparation.—These trades were generally in a prosperous condition.

Leather.—Leather workers had continuous employment.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers have been very busy.

Transport.—Railway and street railway employees, expressmen, teamsters and all classes engaged in land transportation had an active month. Sailors and longshoremen were also busy. The teamsters employed by the large freight-handling companies, after a short strike of the men in the employ of the Dominion Transport Company, had their wages increased from $42 to $44 per month.

Unskilled labour.—The demand for labourers for railway construction, harvesting, etc., at outside points has afforded ample opportunities for employment.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The active condition of labour and industry which prevailed in August was continued through September, which was one of the best months of the year. There were no idle men and in some industries there was a considerable demand for more help. Stamford township voted a small bonus to the Ramapo Iron Works, and buildings for this large plant were started. The Canadian Ethinite Company announced that it would continue building until all of the company's plans are carried out; the portion now being erected is about one-fifth of the full establishment. The Ontario Silver Company is adding equipment which will increase the capacity of the works by one-third. Wholesale and retail trade was good for the season, though prolonged warm weather delayed the opening of the fall trade. A Welland printing house reduced the hours of labour of its employees. The Grand Trunk Railway Company continued its improvement work, including the enlargement of the round-house at Niagara Falls, and the erection of a new machine shop, 50x75 feet. The Bell Telephone Company

was seeking an exclusive franchise in the city; an independent company applied for the right to build and operate a system.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The threshing of the grain crops and general fall work kept farmers very busy. Fruit growers reported immense yields of peaches, grapes and pears, the gathering and shipping of which gave much employment.

Manufacturing.—Factories were busy. The silver works, suspender, neckwear and muffler factories, and the graphite works had all the orders they could fill. The furnace factory started operations and booked many orders. Planing mills were all busy; one mill was being enlarged.

Railroad construction and employment.—Railway traffic, both passenger and freight, was heavy. The construction of new tracks employed large forces of men. Trackmen were busy on renewals and improvements.

Other industries.—The Ontario Power Company announced that it would complete the first section of its generating plant without delay. Three more generators of 12,500 horse-power capacity, each with turbines to run them, will be put in. These are the largest electric generator units in the world, being the same as the one unit now running. After this installation further extensions will require a new conduit or tunnel to furnish water, and another section of the power house to accommodate the machinery.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were all active with carpenters very busy, and painters, bricklayers, masons, plumbers, steam and gas fitters busy.

Metal, engineering and shipbuilding.—Foundry employees were all working. Linemen were busy and electrical workers active. At Welland, the hoisting engine and machinery works were very busy, with many orders ahead, and were employing a large force of men.

Printing and allied.—Printers were busy.

Clothing.—Tailors were active and work promised to continue plentiful.

Food and tobacco preparation.—Canning factories were running to their fullest capacity on fruits and vegetables. Many hands were employed, a large number being women and girls. A number of foreigners from outside places were engaged at this work.

Miscellaneous.—Hotel and restaurant employees had a very busy season. Employment will be slacker in October.

Transport.—All employees of steam railways were active, particularly trackmen and building gangs. Steamboat companies decreased their services as summer traffic declined. Electric railways retained their summer schedules until late, but will decrease their force of men in October. Carters, draymen, expressmen and teamsters were active.

Unskilled labour.—Unskilled labour was in demand for railroad building, sewer and sidewalk construction, and other works. One firm wanted 50 men for concrete work on September 15.

DISTRICT NOTES.

Welland.—Loss of time in the commencement of operations in the new cordage factory was said to be due to delay in the delivery of electric power to run it. Work on the excavation for the new steel plant, and the turning basin on the Welland Canal, progressed steadily. The building trades were busy. Several new contracts were let for sewers. Additional factories are said to be likely to locate here.

Port Colborne.—It is said that the Great Lakes Portland Cement Company, which is about to build a large plant, has contracted for the supply of a large quantity of electric power at $13.50 per horse-power per annum.

Bridgeburg.—Work on the ship yards made rapid progress. Large steam vessels will be built as soon as the plant is ready. The main erecting shed is 127 by 240 feet in size. A large dock was under construction, also two launching basins, one 400 feet long and the other 550 feet long.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was no abatement in the activity of the labour market compared with the previous month, but rather a noticeable increase in the number of hands employed and in the volume of trade. Building activity continued, an unusually large number of building permits having been issued, principally for the better class of residences. All available hands in these trades had all they could do.

Good progress was made in the permanent road construction under way. The labourers employed, who were principally foreigners, struck, at the beginning of the month, refusing to work 10 hours for $1.75 per day. The prevailing wage for such work was 19c per hour with a 9-hour day. The Trades and Labour Council of the city took up the matter with the City Council, and the latter gave assurance that in future a clause would be inserted in the specifications of contracts for city work, such as street pavements, providing for the payment of the prevailing wage for the prevailing 9-hour day. The contract for the pavement of Welland avenue contains a clause of this nature.

All lines of transportation were busy, with a heavy volume of trade to handle. The number of vessels passing through the Welland Canal was unusually large. Business, wholesale and retail was active, with prospects for a good season's trade.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and fruit growers were busy, with farm hands in demand, owing to the rush of work, harvesting the heavy crops of fruit. Never before in the history of Niagara Peninsula has there been such a bountiful harvest. All kinds of fruit excepting plums were good crops. Peaches in some cases were not as large as in other seasons, but a good part of the crop was of first class quality. The midsummer drought affected late tomatoes, but on the whole the tomato crop was a heavy one. Canneries were having their contracts filled at 30 cents per bushel, while the retail market price advanced to 40 cents per bushel at the close of the month. The grape industry is fast becoming one of great importance in the Niagara district. This year over 1,000 acres were under cultivation, and the crop will exceed 4,000 tons. A quantity is used to supply the local market, but the bulk of the crop is shipped to the province of Quebec for the manufacture of wine. Owing to the closing down of the Williams' Basket Factory of Thorold, which turned out annually about 8,000 baskets, a scarcity of baskets was felt in the beginning of the month, but prompt action by the fruit growers relieved the situation by the shipment of car loads from Canadian and United States factories.

Manufacturing.—Employment in mills and factories continued active. The Packard Auto works will soon resume active operations; orders exceed considerably the orders of last year. The McSloy Bros.' Haircloth Factory, has added another storey, and installed new machinery which will increase the output one-third. The Taylor & Bate Brewery extension, costing $21,000, is nearing completion. The canneries were very busy, running to their fullest capacity.

Railway construction and employment.—Railway construction work in the city and district gave employment to large bodies of men at good wages.

CONDITION OF PARTICULAR TRADES.

Building.—The allied trades are all busy with plenty of work on hand.

Metal and engineering.—All branches were active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers and coopers were active.

Printing and allied.—These trades were busy, with plenty of work on hand.

Clothing.—Journeymen tailors, boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cut-

ters, ice cutters and drivers, cigarmakers and tobacco workers were active.

Leather.—Tanners, curriers and leather workers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees and hotel and restaurant employees were active. Laundry workers were quiet.

Transport.—All engaged in transportation work were busy.

DISTRICT NOTES.

Thorold, Merritton and Port Dalhousie.—The favourable conditions reported last month continued.

Beamsville.—The new canning factory was very busy, about three thousand bushels of tomatoes being handled daily.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during September, the building trades being the most active. Large additions to six factories were progressing rapidly. The factories have been busy, several working overtime, and two have been advertising for more men. A charter has been granted to the American Machine Telephone Company of Brantford, Ont., to carry on the general business of a telephone company, with a capital of $450,000. The Brantford Gas Company has reduced the price of gas to large consumers from 30 cents to 27 cents per thousand cubic feet between November 1 and May 1, 1907; from 60,000 to 75,000 feet must be used in order to secure the reduction. Those using over 75,000 feet will get a rate of 25 cents per thousand feet. Retail and wholesale merchants had an active month. The Wednesday afternoon half holiday for clerks, barbers, horseshoers and shoemakers, and the Saturday half holiday for factory employees, ended for the season on September 1.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculturists were very busy and crops good. Dry weather affected some of the later varieties, principally potatoes. Farm labourers were in demand in some localities.

Manufacturing.—With the exception of one of the agricultural implement manufactories, which is preparing for stock-taking and repairs, all the factories were very busy.

Railroad construction and employment.—The double-tracking of the Grand Trunk Railway "cut off" between Brantford and Lynden is progressing rapidly. The large over-head bridge at the Ontario Institution for the Blind over the Grand Trunk Railway main line has been finished, and the large addition to the Toronto, Hamilton and Buffalo Railway Company's station almost completed.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers, plasterers and painters were very busy. Plumbers and gasfitters were busy.

Metal, engineering and shipbuilding.—Moulders in nearly all of the foundries were busy, and the same conditions applied to coremakers. Machinists were very busy, also electrical workers and linemen. Buffers, polishers and platers were active, and stove mounters, machinery, general and carriage blacksmiths busy, and in some cases very busy. Sheet metal workers and boilermakers were also busy.

Woodworking and furnishing.—Carriage and wagon makers, and pattern makers were very busy, while coopers were busy.

Printing.—Printers and pressmen were busy, all local men being employed.

Clothing. — Journeymen tailors found trade better than in the preceding month.

Food and tobacco preparation.—Bakers and confectioners, cigarmakers and tobacco workers were busy, and butchers active.

Leather.—Saddlers and leather workers had a good month, all being employed.

Miscellaneous.—Barbers, clerks and delivery employees reported trade very good. Hotel and restaurant employees and laundry workers, particularly the latter, were very busy.

Railroad construction and employment.—Railroad trackmen and freight-handlers were busy, also teamsters, draymen and street railway employees.

Unskilled.—This class was fully employed and in some cases was in demand.

DISTRICT NOTES.

Paris.—Labour was well employed. The fabric mills have been very busy. The new station is being rapidly advanced towards completion.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during September, with practically no men seeking work, and with a good demand for men in some lines. The building trades were particularly active, and there was a good demand for carpenters and plasterers. The completion of the Homewood Sanitarium addition, and of the mechanical building at the Ontario Agricultural College, the work on the new armouries, as well as the large number of residences under way, leave much work still for the building trades. Factory workers generally had a steady month, with the busy season well under way in some lines. Retail trade showed some improvement. A portion of the new Crowes iron works are now occupied and the remaining portion was being pushed to completion. There was a complaint in some quarters regarding the scarcity of the cheaper class of houses, but owing largely to the number of new houses erected in the last two or three years there is not the urgent demand that formerly existed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Threshing has been nearly completed in this district.

Railroad construction and employment.—Street railway employees obtained a new scale, as follows:—14 cents per hour for the first 6 months; 15 cents for the second 6 months; 16 cents for the second year, and 17 cents for the third year. The former rate was as follows:—14 cents for first year; 15 cents for second year, and 16 cents for third year.

CONDITION OF PARTICULAR TRADES.

Building.—These trades had a very busy month, with a demand for men in some trades. The season will be one of the best in many years. Bricklayers and masons, carpenters and joiners, plasterers and lathers were busy, with a demand for more men, which was fairly well met towards the end of the month. Stonecutters, plumbers and builders' labourers were active.

Metal, engineering and shipbuilding.—The iron trades had a busy month. Iron moulders, machinists, machinists' helpers, and tube men were all busy.

Woodworking and furnishing.—These trades had an active month, but hardly as good as August. Woodworkers, upholsterers, piano and organ workers were well employed, but carriage workers were somewhat quiet.

Printing.—Printers had a busy month, working some over-time.

Clothing.—Journeymen tailors had a quiet month, but garment workers (female), had a busy month.

Food and tobacco preparation.—Bakers and confectioners, and cigarmakers were busy.

Miscellaneous.—Barbers, clerks and delivery employees had a busy month, being an improvement over August.

Unskilled.—This class was well employed, with demand and supply about equal.

BERLIN, ONT., AND DISTRICT.

Mr. Harry Peters, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The very active conditions of industry and labour which prevailed during the summer continued and gave promise of extending to the cold season. Labour, both male and female, was fully employed and there was a continued demand for more help in some lines, especially in the woodworking and shirt facto-

ries. The Wunder Furniture Company is now in full operation. The Pummer & Cowan Furniture Company is busy installing machinery and will begin operations shortly. In order to double the capacity of the moulding shop the Berlin Foundry Co. is making an addition of 31x30 feet to its plant. The Ontario Sugar Company has a staff of men at work getting the various departments in readiness to begin operations on the 8th of October. Important alterations and improvements have been made. The statement of the Berlin Light Commissioners for the month of August showed a net profit of $137.89 over all expenses. Wholesale and retail trade was quiet. Transportation was active and financial conditions satisfactory. There were no changes in rates of wages or hours of labour. The cigar-makers' strike remained unsettled; some of the men have returned to work while others have secured employment elsewhere. Both shops were working but found it difficult to secure men.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Fine weather assisted agriculturists who have been very busy. Comparatively speaking, crops in this locality have been very fair. A number of farmers have begun harvesting sugar beets. The beets tested show a percentage of sugar equal to that of last year's crop.

Manufacturing.—The shoe trade was not as active as a few months ago. In all other branches trade has been very active.

CONDITION OF PARTICULAR TRADES.

Building. — The building trades were still rushed, bricklayers and stonemasons being very active. Carpenters were all employed and good men were in demand. Lathers and plasterers were active, and painters very busy. Gas and steamfitters and plumbers had all the work they could handle. Prospects are good.

Metal, engineering and shipbuilding.— Conditions were satisfactory. Foundrymen and machinists had an active month. Electrical workers and linemen were busy.

Woodworking and furnishing.—These trades were very busy in most branches, some working over-time.

Printing and allied.—Printers were all busy and work plentiful.

Clothing.—The journeymen tailors reported trade quiet until towards the end of the month, when they became more active. Garment workers and glovemakers were busy, while boot and shoe workers were only active.

Food and tobacco preparation.—These trades were all active.

Unskilled labour.—This class found steady employment. Girls are wanted for factories and house work.

WOODSTOCK, ONT., AND DISTRICT.

Mr. R. F. Parkinson, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General activity prevailed in all branches of labour during September. Conditions were even more satisfactory than in the previous month and were a distinct improvement over those prevailing at the same time last year. Seldom before has there been so active a demand for skilled labour, the supply in some instances not being sufficient to meet the requirements of manufacturers. Unskilled labour was also steadily employed, although it is now more plentiful than in August. Manufacturers generally agreed that the prospects for the fall and winter months were never more encouraging. Many of them have orders enough to provide several months' active employment, while others are dealing with the problem of enlarging their plants to meet the demand for their products. All of the manufacturing concerns of the city were working full time with the largest possible force of employees. Since September 15 the Bain Wagon Company has been working one quarter of a day overtime. The by-law to grant a loan of $25,000 to the Canadian Bearings Co., Limited of Hamilton, voted on by the ratepayers of Woodstock on September 25, received 648 votes for and 126 against, but did not receive a sufficient property vote to carry it.

The Bain Wagon Company will commence in October the erection of a four-storey addition to its wagon factory, 125 feet in length by 50 feet in width. This will increase the working force of the company by 50 men.

Construction work has been commenced on a large new factory for the Standard Fence Manufacturing Company. This firm will manufacture all kinds of wire fence.

On September 15 the milk vendors increased the price of milk from 5 cents to 6 cents per quart.

In all departments of wholesale and retail trade conditions showed improvement over the previous month, and with unequalled prosperity prevailing throughout the district an unusually busy fall season is expected. Railway traffic was brisk and transportation returns heavy. No changes in rates of wages or hours of labour were reported, and relations between employers and employees were satisfactory.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Harvesting operations were completed and threshing has been in progress. The yield of grain is heavy. Upwards of 200 young men from this district left on the harvesters' excursion for the Canadian West. The dairying industry continued active, cheese selling readily at 13 cents per pound.

Manufacturing. — Exceptional activity was reported in the piano and organ making trades, the D. W. Karn Company reporting that they could provide employment for at least 50 more skilled hands. The wagon and sleigh making industries were very busy, while stove and furnace manufacturing was active. All available skilled labour found steady employment, and unskilled labourers were commencing to arrive in the city from the rural districts.

Railroad construction.—The survey of the proposed new steam railway between Embro and St. Mary's has been commenced.

CONDITION OF PARTICULAR TRADES

Building.—With the end of the building season approaching and many uncompleted works under way, the building trade was active. Lathers and plasterers were very busy. Painters and plumbers were in demand. Builders' labourers were well employed.

Metal, engineering and shipbuilding.—Iron moulders reported trade good. Machinists and iron workers were fairly busy. Metal polishers and stove mounters had an exceptionally good month. Electrical workers were steadily engaged on new buildings.

Woodworking and furnishing.—All of these lines had one of the best months of the year. Carriage and wagon makers were employed over-time. Piano and reed organ makers were in demand. Upholsterers and varnishers were busy. Woodworkers had all the work they could do.

Printing and allied. — Printers and pressmen were very busy, working overtime a large part of the month.

Clothing.—Garment workers and journeymen tailors had regular employment, conditions improving as the month advanced, and the prospects being excellent for the fall season.

Food and tobacco preparation.—Confectionery and biscuit firms were exceptionally busy; cigarmakers were well employed.

Leather.—Tannery workers reported a very satisfactory month.

Miscellaneous.—Barbers, clerks, delivery, hotel and restaurant employees were active.

Transport.—Railway train crews reported an exceptional amount of freight moving. Teamsters were very busy.

Unskilled labour.—This class was becoming more plentiful with the completion of the harvest, but there was still sufficient employment for all.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. F. Carlin, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September was an exceedingly active month, all classes of labour being well employed. All working in the factories had a very busy month. Building contractors reported work progressing rapidly, a number of dwelling houses having been finished. The outside work on the Mooney Biscuit Company's extension has been finished; it is now the largest factory in the city. A large brick building, one storey of which will be occupied as a cigar factory, will shortly be erected. Work has been commenced on the erection of a new planing mill, to be built of brick, two stories high, 125x65 feet. There will be a dry kiln in connection with the plant. The number of employees will be increased materially. Work on the paving of the market triangle is nearly finished. Wholesale and retail merchants reported business very good. There were no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers reported the apple crop not so good as usual. They were busy ploughing. The fall wheat and pasture fields were not looking very well owing to want of rain, and in some parts of the district the farmers were fighting bush fires.

Manufacturing. — All establishments were active and reported a good month.

Railroad construction and employment. —Action has been taken towards the erection of a new Grand Trunk Railway freight shed at Goderich. Properties have been bought for the site at a cost of $5,000, and it is reported that another $10,000 will be spent on the proposed freight shed, offices, new switches, etc.

CONDITION OF PARTICULAR TRADES.

Building.—Every branch was actively engaged at good wages.

Metal, engineering and shipbuilding.—Work was active with iron moulders, iron workers and helpers, blacksmiths and horseshoers.

Woodworking and furnishing.—Woodworkers, upholsterers and carriage and wagon makers were active, and coopers reported a good business.

Printing.—Printers reported a busy month, especially hand compositors and job hands.

Clothing.—All reported an active month.

Food and tobacco preparation.—Bakers, confectioners, etc., were active, and cigarmakers reported a busy month, with no men idle.

Leather.—Harnessmakers were active.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant employees, and laundry workers had a busy month.

Transport.—All classes of railroadmen were busy. Cab drivers and teamsters reported active conditions.

Unskilled.—This class was fully employed.

DISTRICT NOTES.

*St. Mary's.**—An expert oil and gas operator from Lima, Ohio, has leased a thousand acres of land in West Nissouri, Blanchard, and St. Mary's, to bore for oil and gas.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial activity during September was more pronounced than in any previous month of the season. The demand for both skilled and unskilled labour was also greater than at the corresponding month last year. The Western fair brought about 100,000 visitors to the city, and was the cause of much extra work. The new buildings being erected for the Office Fittings and Show Case Company, and the addition to the Somerville Paper Box and Chewing Gum factory, were finished during the month, and were being occupied by the firms. A fire occurred at Gerry's planing mills on August 29, temporarily

* See also report of London correspondent.

throwing 40 men out of work. The erection of a new mill is already under way, at a cost of $10,000, and $15,000 for machinery.

The total assessment of the city has been increased by $1,238,530, and now totals $22,951,558. In reviewing the assessment for 1907, the Assessment Commissioners say:

"We find the city enjoying marvellous prosperity. Our manufacturers in many instances have doubled their capacity, while there are several new industries, noticeably the new canning factory, George White & Son's works, in the East end, the Mann Brass Manufacturing Company, and C. R. Somerville's Box Factory, while wholesale blocks are springing up all over the business part of the city."

There were 86 sales of real estate during August, amounting to $120,512; the assessed value of which was $85,515.

The long standing difficulty at the Grand Opera House has been settled, the new management having agreed to employ none but union help, and a union orchestra. A strike occurred among the teamsters employed by the Grand Trunk Railway Company, Michigan Central Railway, and the Pere Marquette Railway Company on September 14, but after two days the men went back, a promise of higher pay within two weeks having been obtained.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculturists have been threshing and marketing vegetables and fruits, but the cultivation of fall wheat has been delayed by absence of rain, the ground being too hard to work. In some sections the farmers were driving their cattle long distances for water, as small streams and wells were dry. White grubs were reported as damaging potatoes. Tomatoes were reported very plentiful, but a shortage of cans at the factories has caused the loss of a large quantity.

Manufacturing.—The Canadian Fire Engine Company of this city has just shipped a large fire engine to Halifax, N.S., for which they received $7,000. It is of 1,000 gallons capacity, and weighs 9,225 pounds.

Railroad construction and employment.—An agreement has been reached between the Grand Trunk Railway Company and the city for the elevation of the company's tracks through part of the city. Good headway is being made on the work between Hyde Park and this city, where one of the heaviest grades on the system has been eliminated. At the present time two large steam shovels, a pile driver and four or five work trains, with at least 300 men, are engaged in the work, which is being carried on without any serious inconvenience to the 40 or 50 trains which pass over the line every twenty-four hours. A new station has been promised.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers had a good month, and were in demand. Carpenters were exceptionally busy, and the supply was not equal to the demand; at the car shops especially there was a shortage, a number of new snow ploughs being built. Plasterers, lathers, house painters and plumbers were all busy, and stonecutters had more work than they could do. At the Grand Trunk Railway car shops painters on coach work have been slack, and were laying off in turns. Builders' labourers were exceptionally busy, but the demand was met by labourers from Great Britain.

Metal, engineering and shipbuilding.—Iron moulders reported trade active, with iron workers working night and day shifts, owing to pressure of work. Machinists, electricians and metal polishers were busy, while stove mounters reported trade fair. Boilermakers were busy.

Woodworking and furnishing.—Carriage and wagon makers reported abundance of work, mostly for the North-west market. freight car builders were extra busy, but on coach work, owing to all coaches being pressed in excursion traffic, they were slack. Coopers reported trade good.

Printing.—Printers have been extra busy, especially in the job printing line, where the supply was not equal to the demand. Pressmen and lithographers were busy.

Clothing.—Journeymen tailors reported trade fair. Garment workers, on men's

goods, reported trade very active, but on women's wear a decided slackness took place; the latter is thought to be of a temporary nature. Boot and shoe workers were busy.

Food and tobacco preparation.—Bakers and confectioners reported an extra good month, owing to the Western fair. Biscuit and candy factories were extra busy. In this line a great demand for girls was reported, which it seemed impossible to fill. All factories employing girls reported a shortage. Cigarmakers reported trade fair.

Leather.—Tanners and leather workers reported business good, extra hands being employed.

Miscellaneous.—Broom makers reported trade good. Furriers were busy and were shipping their winter orders. Laundry workers were rushed.

Transport.—The past month has been a heavy one, both in the passenger and freight service. The Toronto and London fairs made a great amount of extra local traffic, and a corresponding extra amount of work for the train crews, especially on engines, the crews of which experienced great difficulty in obtaining sufficient rest. The close of the summer resorts has necessitated a decrease of street railway crews. Teamsters were exceptionally busy.

Unskilled.—This class of labour found ready employment at from 20 to 25 cents per hour on sewers, new roadways, excavations, etc.

DISTRICT NOTES.

Watford.—On September 19, the Apple Evaporator Company's works were destroyed by fire. About 25 hands were thrown out of employment, temporarily.

*St. Mary's**.—The Town Council has decided to submit a by-law to the ratepayers asking for a loan of $40,000 to aid the North Midland Railway Company, which intends to build a freight and passenger electric road from London to St. Mary's. The company promises to build power house, car barns, and repair shops at St. Mary's, at a cost of $100,000, and to employ 30 to 40 men, with a weekly pay sheet of $1,000.

* See also report of Stratford correspondent.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September has been an exceptionally good month for labour, as a result largely of excellent weather conditions. Every department of the building trades has been well employed, and in some cases there has been a decided shortage of mechanics, especially among carpenters and joiners. Contractors stated that there had been delay owing to scarcity of help. On the railroads, the summer was the busiest yet experienced there being no cessation in the steady flow of freight, and passenger traffic also being exceptionally heavy. A great deal of construction work has been done on the different railroads, especially on the Michigan Central, which has had work trains engaged all summer. The traffic and locomotive departments have experienced a scarcity of help, due in part to the rigid physical examination which it is necessary to pass. It is claimed that 50 per cent of the applicants are unable to pass the eyesight examination. This, coupled to the fact that the summer has been an exceptionally busy one, has made railroaders in demand. In the railroad shops, there has been steady work; last September there was a lay-off of 50 men in the M. C. R. shops, but no reduction is contemplated this year. Other industries have been well employed throughout the month and the fall orders are making the outlook for winter exceedingly bright. Retail trade was reported good, with a decided increase in sales towards the close of the month. A very successful "Made-in-St.-Thomas" exhibition was held. The entry list was large, showing St. Thomas to be an important manufacturing centre. No changes in rates of wages or hours of labour have been reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busy threshing, and have no cause for complaint so far as the yield is concerned. In certain localities there was a scarcity of help, but on the whole the work was kept fairly well in hand.

Manufacturing.—All industries have been well employed throughout September. Fall orders were reported to be coming in fast, so that the prospects for a steady winter's work were bright.

Railway construction.—There has been a steady demand for unskilled labour to do work of this sort, which has been kept up throughout the entire summer. The South Western Traction Company has its track laid almost to Port Stanley and may have cars entering the port before the snow flies.

CONDITION OF PARTICULAR TRADES.

Building.—The excellent weather made conditions active.

Metal.—The Canadian Iron Foundry Company, and the mechanical departments of the railways, reported the month a steady one.

Woodworking and furnishing.—Woodworkers, wagon workers, cabinet makers, etc., reported the month as active.

Printing and allied.—Job work men were in demand; machine men had a steady month, and bookbinders were well employed.

Clothing.—The fall clothing trade gives promise of being heavy. The past month has been a fair average.

Food and tobacco.—Steady employment prevailed.

Unskilled.—Workers of this class have been in demand since the summer season began.

DISTRICT NOTES.

Aylmer.—The summer has been a busy one. There have been no idle men, through lack of work. The canning factory has been busy during September. Considerable building has taken place.

Port Stanley.—There has been plenty of work throughout the summer. The government work on the harbour gave steady employment to a large force of men.

CHATHAM, ONT., AND DISTRICT.

Mr. John R. Snell, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was no very marked change in the condition of the labour market during September, as compared with August. Weather conditions have been favourable for all kinds of work, but trade generally was quiet. The building trade was dull, very few new buildings being started and little repair work done. Transportation in through traffic was active. Wholesale and retail trade was quiet. No changes in rates of wages or hours of labour were reported, and no unrest in the labour market.

The Maple City Oil and Gas Company has 27,000 acres of oil lands in Tilbury under lease and is drilling in a three by two mile field that is producing 1,500 barrels of oil a day. These wells are 1,400 feet deep. There is a natural gas pressure of 300 pounds to the square inch. This pressure has been unabated for months. There is a wastage of 1,500,000 feet of gas per day from one well alone. In drilling for water at the Maple City Creamery, gas was struck at a depth of 40 feet. The Halliday well in Raleigh which was reported at first as a dry hole is now yielding 1,500,000 feet of gas per day. The output of the Tilbury oil field is now estimated at from 800 to 1,000 pounds per day. Four-inch pipe lines have been laid to Merlin Station. It is expected those lines will handle all the oil from the field. The first fatality in the Tilbury oil fields took place on the 22nd inst., when a man was overcome by gas in a tank. One of his employers went to his assistance and was also overcome.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting and marketing crops. The Chatham Fruit Growers' Association, composed of eight farmers is doing a large business in the shipment of choice fruit to the North-west, sending forward two carloads of apples and pears each week. The association has established a reputation as a careful shipper and every consignment has been eagerly sought for, at advanced prices upon daily market quotations. Extensive additions in the building will be commenced in the course of a few days.

Manufacturing.—All local factories were fairly busy.

Railroad construction and employment.—There is no railroad construction going on at present, except repair work.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters, lathers and plasterers were quiet. Painters and plumbers were dull.

Metal and engineering.—Iron moulders and iron workers were quiet. Steam engineers and electrical linemen were busy, and sheet metal workers active.

Woodworking.—Carriage workers were active, and coopers busy.

Printing.—Printers, pressmen and bookbinders were active.

Clothing.—Journeymen tailors, and boot and shoe workers were quiet.

Food and tobacco preparation.—Bakers had steady work. Cigarmakers were busy.

Leather trades.—Harnessmakers and saddlers were dull.

Miscellaneous.—Barbers, clerks and stenographers were active, and delivery employees busy.

Transport.—All classes of railroad employees were busy. Teamsters were dull.

Unskilled labour.—Farm hands had plenty of work.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was plenty of work for every one during September, and in some lines a demand for additional help. Great activity prevailed in manufacturing and the building trades, and the outlook was very promising for the winter. The Leather Label Overalls Company, of Detroit, has started a branch in Windsor, and is giving employment to a large number of girls; the goods will be union made.

The Michigan Central Railway Company has closed a contract with a New York firm to build a tunnel from Detroit to Windsor, under the Detroit River, costing in the neighbourhood of $5,000,000, to be completed in 1909. Work has been started on this side of the river. The contractors are putting up the necessary buildings required and expect to start digging about October. This will give employment to large numbers of workmen and teams.

Some friction occurred between the builders' exchange and the local carpenters' union. The exchange declared for the "open shop," and the union carpenters quit work, about 25 of them got work elsewhere.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were about finished harvesting; crops were good.

Lumbering.—Saw mills were active.

Manufacturing.—Factories were very active, several manufacturers enlarging their establishments.

CONDITION OF PARTICULAR TRADES.

Building.—Building was very active, every one connected with the building trade working.

Metal, engineering and shipbuilding.—The iron trade was very active, and in some branches there was a slight demand for men.

Woodworking and furnishing.—The woodworking trades were active, with a brisk demand on the sash and door factories.

Printing.—Printers were active.

Clothing.—Tailors were all working.

Leather.—Harnessmakers and saddlers were fully employed.

Miscellaneous.—Owing to the heavy tourist traffic, barbers, hotel, restaurant, and laundry workers were very busy.

Transport.—Passenger and freight traffic was heavy, and in consequence railroad and steamboat employment was steady. Teamsters and expressmen were all busy.

Unskilled.—This class was well employed.

DISTRICT NOTES.

Sandwich.—Conditions were busy, a number of new buildings going up, and

several cement walks being underway. The Canning Company and the saw mill were running to full capacity. The tax rate for this year is 17 mills, a slight reduction from last year.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September from a business standpoint was not very active, the weather being very fine. There was considerable municipal work going on, principally on cement sidewalks and new sewers. The town is in good condition financially; this is proved by the sale of street improvement bonds at $97.07.

The Dominion De Forest Wireless Telegraph station is now ready to receive messages, but will not be in a position to send any for a time, as its power in connection with the station is not completely installed. Two of the Dominion Transportation Company's boats have been equipped with apparatus so that their passengers may keep in communication with the land at all times. These are the first boats to be so equipped on the Great Lakes.

Merchants are beginning to receive their winter stocks by boat as this effects a great saving in freight rates.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were actively engaged in fall work.

Fishing.—This industry was fairly active, especially for local consumption.

Lumbering.—This industry was busy, many lumbermen arriving from eastern points to work in the woods in this vicinity. Wages range from $32 to $38 per month. Last year $32 was the highest paid. Men are scarce even at this high rate, and about 1,000 are required. Some local investors are about to erect a sawing plant at a cost of $10,000, to employ 25 to 30 men.

Mining.—Several mining prospects are being worked and some of them are showing up well. Mining is seriously handicapped for want of a smelter. This part of the country is very rich in minerals, and if a smelter were convenient, a few carloads of ore could be sent from time to time and the results would pay for further developments. In this way continuous operations could be carried on without constantly appealing to stockholders. Mining on the whole may be said to have been fairly active.

Manufacturing.—The output of steel rails at the Lake Superior Corporation Company's plant for the month of August was 17,865 tons, compared with 11,997 tons in August, 1905. The rails net between $32 and $33 per ton at the mills. The company has sufficient contracts on hand to keep the mill busy at its utmost capacity until next June. It is stated that the company's annual report will show net earnings of over $1,000,000, almost double that of the previous year, and that after paying interest on the mortgage and 5 per cent income bonds, there will be left a net profit of more than $450,000. It is also stated that the steel plant will be turning out rails at the rate of 750 tons per day before the end of the year.

CONDITION OF PARTICULAR TRADES.

With a few exceptions all trades coming under this heading were actively employed during the month.

DISTRICT NOTES.

Steelton.—Steps are being taken by the municipal authorities to provide a new town hall, a fire protection equipment and a municipal water service.

PORT ARTHUR, FORT WILLIAM, ONT., AND DISTRICT.

Mr. R. B. Harstone, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during September was much the same as in August. The supply of men was unequal to the demand, owing to the unprecedented activity prevailing in every

branch of trade and commerce, and the abnormal demand for men required to handle the greatly increased quantities of goods transferred here for shipment to the west, including material required for railway construction, elevators, municipal improvements, sewers, etc. The erection of buildings in which to house the workmen of the district gave much employment. A shortage of skilled and unskilled labour in the above branches was seriously felt.

Other buildings in course of construction include two large elevators in Fort William, and a factory in Port Arthur for the Misel Manufacturing Company. These will furnish employment to all connected with the building trades for some months. It is also anticipated that the Seaman Kent Company will within the next month commence a building at Port Arthur for the manufacture of hardwood finishings. The town of Fort William has about completed arrangements with the Coats Manufacturing Company for the location of a carpet factory.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—In this district agriculture has not reached extensive development. In many of the valleys and on plateaus the soil is of great fertility and suitable for growing vegetables and various kinds of grains, but as the land is more or less wooded, cultivation is carried on in a small way. Each year, however, sees an increased area of land cleared for crops. There is no great demand for agricultural labourers in this region, farmers being accustomed to assist each other during the busy season. Among the oldest occupants of farms there are some who hire help for a month or two during the fall season. The wages for such help varies from $26 to $35 per month with board.

Fishing.—Fish were scarce.

Lumbering.—There was an extensive demand for all kinds of manufactured lumber, and also for heavy lumber for bridges, piles, etc. Men were needed for the bush at $26 to $40 per month.

Mining.—The demand for labour to work in mines was good. The manager of the Consolidated Silver Mines recently increased his force by 50 men. Contractors and others in charge find it impossible to secure the men they require.

Manufacturing.—The demand for all kinds of manufactured articles was very active.

Railroad construction and employment.—The fall rush of general merchandise and material westward, and wheat shipments eastward to Fort William and Port Arthur, were taxing the facilities of the Canadian Pacific and Canadian Northern Railways to the fullest extent. Labour in connection therewith was in great demand, with the supply much less than was required.*

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market changed but little during September. For farm labour the acute stage of the demand has ceased, the situation having been relieved by the continuation of favourable weather, so that farmers who had to wait for labour to harvest their crops have not suffered. At the end of September, every available man was in employment, and it was generally felt that the supply was capable of coping with the work remaining.

The diminution of the demand for harvest help will re-act upon conditions in the cities and in the railway construction camps. Many railway contractors have been for some time short of men as they could not pay the high rates offered by the farmers. Already more men are offering themselves for work on railroad construction, but for building and other operations in the cities there is a decided shortage of experienced labour.

Several new manufacturing industries are about to be established in Winnipeg. The Seamen Kent Company, Limited, purpose erecting a factory for manufacturing hardwood flooring for which there is a

* For statement re strike of longshoremen see article on Trade Disputes in present issue.

great and expanding demand in the West at the present time. Many new financial corporations are being organized, and a large number of companies are taking out letters patent for the increase of their capital. Eastern Canada capitalists are making preparations for the erection in Winnipeg of another box factory. A contract is reported to have been let for the construction of locks at the St. Andrew's Rapids on the Red River. This will give employment to a large number of labourers during the winter.

At Portage la Prairie on September 14th, 54,874 tons of steel rails for the Grand Trunk Pacific railway, valued at $1,500,000, were passed through the customs. The duty paid was $382,722.

Particular activity prevailed in the building trades until the general strike which was called on September 17. On that date in response to an order from the Building Trades Council all the union men employed in the building trades went on strike. No settlement had occurred up to September 30, and the effect upon business was serious.*

In transportation circles great activity prevailed, and the amount of wheat that has already passed through inspection at Winnipeg was greater than at the same period in any previous year. There was also a great demand for cars for miscellaneous freight. The excellent crops that are being taken off the land has stimulated trade in all directions and the jobbing houses are being taxed to their utmost both as to facilities and capital.

Early in the month, retailers were doing an excellent business for the time of the year, but during the latter part of the month, after the strike had been in existence for some days, trade slackened considerably.

There have been no important changes in rates of wages or hours of labour, and the only unrest has been in the building and cigar-making trades.*

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Many of the farmers are leaving their grain in stack, and are attending to ploughing. The weather has been a little too dry in many districts for this. Threshing is proceeding very rapidly, and the crop will be cleared very much earlier than usual. The weather has saved the farmers a lot of money. Although they have had to pay this year fully twenty-five cents per day more for labour, they have been able to gather their crop much earlier and in less time.

Manufacturing.—Manufacturing, especially in the woodworking establishments, has been excedingly active, and all the clothing factories have been especially busy.

Railroad construction.—Railroad construction has continued as active as the amount of available labour would permit.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were fully employed until September 17, when a general strike took place.

Metal.—These trades were all busy, having on hand all the work they could do. The strike in the building trades will affect employment to a limited extent.

Woodworking and furnishing.—These trades were particularly busy.

Printing and allied.—The printing and kindred trades were never more active, and there was a shortage of hands of various kinds. Some enquiries have been made for linotype operators and good job compositors.

Clothing.—Journeymen tailors were all busy, although the month was between seasons. They expect a good business in the fall. All garment working factories were running to full capacity and skilled operatives were reported scarce.

Food and tobacco preparation.—Bakers and confectioners were all busy, finding the demand keeps steadily increasing with the increase in the city's population. All the cigar factories were employing full staffs, the output growing steadily.

Transport.—In railway circles the men were working all the time they could put in. Teamsters and express men were in excellent demand.

Unskilled labour was still in great demand.

* See statement in article dealing with Trade Disputes during September, published elsewhere in the present issue.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was an active demand for labour during the latter part of August and September. Several advertisements appeared in local newspapers for carpenters and plasterers. As shown by the census, the population of Brandon is now 10,409, a gain of 4,789 in the past five years. The demand for residential property and building lots continued brisk, and there was a marked scarcity of houses. Railway contractors found it very difficult to get sufficent help, or to retain the services of the men they had, in consequence of the exceptionally high wages paid to harvest hands and farm labourers. Transportation companies were very busy, and wholesale and retail merchants reported trade very good. There were no changes in the rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather has been a little too hot. Wheat was practically all cut by September 20. There was considerable shrinkage in the yield, caused by the hot weather, though a splendid crop is assured. The North-west Grain Dealers' Association has issued the following estimate of the crop for 1906:—

	Acres.	Bushels to acre.	Bushels.
Wheat	4,495,000	at 19·4	87,203,000
Oats	1,838,000	at 41·2	75,725,600
Barley	546,000	at 31·1	16,980,600
Flax	55,660	at 12·4	690,184
Wheat of old crop in farmers' hands, yet to market			510,000

Farmers have experienced considerable difficulty in getting help, although upwards of 23,000 harvesters came from the East. The wages offered ranged from $2.25 to $2.50 per day, and board. The first frost of the season was registered at the experimental farm on August 23, but on September 7 to 9, the thermometer registered 100 degrees in the shade. The Alexander Milling Company purchased an elevator at Alexander, with a capacity of 30,000 bushels. The company will buy wheat at that point for its mills here; it has now six elevators. Considerable new wheat was arriving at the mills and elevators, and it is all grading No. 1, Northern. The price being paid was 50 cents a bushel. Business was very active with the Northern Milling Company.

Railroad construction and employment.—A meeting was held on August 29, of representatives of the Canadian Pacific Company, the Great Northern Railway Company, and the City Council at which an arrangement was reached with regard to certain crossings, etc. Suggestions for a union terminal for the Canadian Pacific, the Great Northern Railway, and the Brandon, Saskatoon and Hudson Bay Railway are now under consideration. Track laying on the Brandon and Southern Railway was progressing, the steel gang now being five miles north of Boissevain. The work of laying the steel is now completed to the Boissevain yards from the south.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, paperhangers, stonecutters and plumbers were all busy, with advertisements in local newspapers for plasterers, carpenters, bricklayers, and plasterers' labourers. Builders' labourers were very busy.

Metal, engineering and shipbuilding.—Machinists and sheet metal workers were busy, and horseshoers, jewellers, blacksmiths and boilermakers active.

Woodworking and furnishing.—Woodworkers, upholsterers and pattern makers were busy.

Printing.—Printers and pressmen were very active.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were busy, with some openings for coat makers.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters, cigarmakers and tobacco workers, and ice handlers were busy.

Leather.—Tanners, leather workers, saddlers and curriers were quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees and laundry workers found trade good.

Transport. — Canadian Northern and Canadian Pacific Railway employees were busy, freight and passenger traffic being heavy. Freight-handlers, cab drivers, draymen, teamsters and expressmen were also busy, with some openings for teamsters.

Unskilled.—The demand for unskilled labour was greater than the supply, and although 23,000 harvest hands came in, the farmers still needed help. It was stated that in some places men were refusing to work with the expectation that wages would be increased.

DISTRICT NOTES.

Riding Mountains.—Word has been received that prospectors have struck oil at the foot of the Riding Mountains, and experienced oil men declare that the product is oil of excellent quality. A company composed of local capitalists will continue the explorations.

Yorkton.—A $90,000 by-law will be voted on at the end of the month for the purpose of building sewers, waterworks and telephones.

Estevan.—The Canadian Pacific Railway Company will spend $30,000 enlarging its yards, and building an additional freight shed and dock for handling coal.

Manitou.—Reports received from Manitou, the scene of the oil boring operations in the valley of the Pembina, indicated that prospects were improving rapidly.

Carberry.—A section of land was sold some time ago for $16,000, and advance of $5,000 in three years.

MOOSE JAW, SASK.

Mr. J. R. D. Bastien, Correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Employment during September was busier than August owing to the activity of threshing. With the exception of two days rain the weather has never been better for harvesting. The building trades were very busy with a continued demand for all classes of building tradesmen. It was almost impossible to obtain unskilled labourers, though $2.50 and as high as $2.75 per day was offered by building contractors.

The Moosejaw Brewing and Malting Company commenced the erection of a large brewery costing $100,000. There was continued activity among railway companies and a considerable increase took place in all the staffs operating railway trains. The grain storage capacity of the province has been greatly increased by the erection of a great number of large grain elevators, each with capacity ranging from 30,000 to 50,000 bushels. On the "Soo" line there were erected during the present season 21 elevators which add a grain storage capacity on this branch of the Canadian Pacific Railway of 630,000 bushels. The total grain storage at present on the Soo line is 50 grain elevators with a capacity of 1,695,000 bushels. Each elevator gives employment to a large number of hands at salaries ranging from $60 to $150 a month. On the above line five years ago the total storage capacity from Moosejaw to Portal was 150,000 bushels, and the same increase has taken place in other parts of the province.

At the convention of the Associate Boards of Trade held at Edmonton a resolution (No. 6) was carried unanimously for higher salaries to school supervisors, principals and teachers. The printing trade in Moosejaw was exceptionally busy. The Moosejaw Times is now issued daily and there was a good demand for printers during the month.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout the Kootenay district during September was active, the demand for practical lumbermen and miners being slightly in excess of the supply, though a few Hindus recently arrived in this province had reached this district. Wholesalers reported trade good. There were no changes in wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The exhibition, or fruit fair, held at Nelson on the 19, 20 and 21 instant was a decided success, the attendance being more numerous than last year, and a larger variety of fruits being on exhibition, while the quality was excellent.

Lumbering.—The lumber mills were all busy and in a prosperous condition. A number of representatives from the Kootenay district attended the forestry convention at Vancouver.

Mining.—The union miners of the Crow's Nest Pass Coal Company, Limited, at Coal Creek colliery, recently refused to work with non-union men. The result was a shut down of the colliery on September 22. A portion of the coke ovens were closed in addition to the colliery.*

The Standard mine near Silverston has struck three feet of silver-lead ore in the lower tunnel. This property has been worked for years, and is now a regular shipper. The manager has ordered lumber for an extension to the bank house, and other buildings are in preparation for the winter's work. The Vancouver mine, also near Silverston, owned and operated by the Le Roi No. 2 of Rossland, is showing up well. In the thousand foot level there is now from four to eight feet of ore; the new aerial tramway, now under construction, is expected to be ready for operation about October 20. New ore has been struck in the "Centre Star" at Rossland, on the 1,600 foot level. The ore body is forty feet wide and assays $48 per ton. The War Eagle and Le Roi mines were both producing good shipments. The Sullivan mine in East Kootenay made an important find of silver-lead ore on September 12, ensuring a steady supply for the company's smelter at Marysville. The manager of the "Rambler" at Cariboo, stated that about a year will be spent on development work, so as to mine economically.** The derricks for the aerial tramway at the "Silver-dollar" mine in the Lardeau camp have been erected and the cable is expected to be strung and the tramway in operation before the end of October. The compressor is now operating the air drill. Every smelter in South-east Kootenay is enlarging or carrying out improvements, an indication of the prosperous condition of the mines. At the "Consolidated" smelter at Trail, B.C., the extensive additions and alterations that have been in progress for some months are nearly completed, and the plant will shortly have a greatly increased capacity.

On September 10 the St. Eugene Mining Company paid out $33,000, the largest monthly pay-day of that mine up to date, while on September 15 the Crow's Nest Pass Coal Company paid out at Fernie and Coal Creek $101,797.85. The Fernie Lumber Company paid out $9,250 in wages, and the North American Land and Lumber Company $3,200 during September.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. D. J. Stewart, Correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during September was very active, but the shortage reported in farm labourers and sewer workers in August was fully met after the close of the sock-eye fishing season, which always leaves a number of white men open for other employment. The Indians engaged in fishing migrate as soon as the season is closed to the hop fields around Chilliwack and Agassiz, where they and their families make good wages picking hops till the end of September. Construction has commenced on the branch of the Great Northern Railway from this city to the Fraser River mills. All arrangements have been made for the construction of a branch line of the Great Northern Railway from Cloverdale to Sumas, and work is expected to begin at once. A meeting will shortly be held of representatives from Vancouver, New Westminster, South Vancouver and Barnaby, to discuss plans

* See statement in article dealing with Trades Disputes elsewhere in present issue.

** The statement published in the September issue of the *Labour Gazette* (p. 268 top of second column) re the Sandon & Slocan camps, had reference in particular to this mine.

for a telephone system to be operated by these municipalities. A company of Portland capitalists have under consideration the building of sea-going log rafts, to be made up in the Fraser River. The rafts would each contain about 10,000,000 feet of lumber, would be one thousand feet long, thirty-six feet deep, and when completed would draw about twenty-four feet of water. The company has secured the contract for logs and piling in connection with the United States Government's canal works at Panama. The local fruit company was working to its full capacity with the demand for product growing steadily. The "Beacon Rock" cleared from this port on the 15th instant with a cargo of 1,500,000 feet of lumber for Australia. The S.S. "Dunerie" also cleared on the same date with a cargo of lumber. Fire occurred during the latter part of August in the dry kiln of the Fraser River Lumber Company, doing about one thousand dollars damage.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Good crops have been secured in all lines, and the greater part of the grain has been safely harvested. Some of the later fields were injured by rain, but the farmers will be compensated to some extent by the fact that the rain will improve the pasturage. Hail did some damage to the plum crop. Several iced carloads of fruit have been shipped to the eastern market.

Fishing.—Fishermen on the Fraser River were still making good wages, sockeyes, cohoes, and spring and dog salmon being caught. For spring salmon 75 cents each was offered, for cohoes 25 cents and dog salmon 8 cents. About five years ago a market for salted dog salmon was secured in Japan, since which time these fish, which had up to that time been valueless, became profitable. This year the industry has been hampered by the fact that since the war between Japan and Russia the import duty on fish into Japan has been raised to about three times what it was previously. The South American market, however, for this class of fish is fairly good. A local company has been formed to go into the fish curing business in this city. A lot on the water front has been secured. Considerable damage was done to the hatcheries by a freshet, which recently occurred, washing out a number of pens where fish had been secured for spawning.

Lumbering.—This industry was more active than at any time in the history of the province. All the mills were taxed to their utmost capacity, and it was reported that some of them had been obliged to refuse orders which called for immediate delivery. The demand from the prairie provinces is larger this year than ever before, and larger orders are being received from Australia, New Zealand, China, Japan and South Africa. An inspector of timber reserves from Ottawa has arrived in this city with the object of looking over available lands which might be set aside for the production of timber.

CONDITION OF PARTICULAR TRADES.

Building.—All in these trades were actively employed. Builders' labourers were very busy.

Metal, engineering and shipbuilding.—All were active. Steam engineers were busy.

Woodworking and furnishing.—Woodworkers and carriage and wagon makers were active, car builders busy, and shingle weavers very busy.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors were active, and boot and shoe workers busy.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters and cigarmakers were active.

Leather.—Tanners and curriers, leather workers and saddlers were active.

Miscellaneous. — Barbers, clerks and stenographers were active, and laundry workers busy.

Transport. — Freight-handlers, steamboatmen, ship labourers, longshoremen, street railway employees, teamsters and expressmen were active.

Unskilled.—This class was very busy.

DISTRICT NOTES.

Sumas.—The ratepayers have voted in

favour of accepting the offer of a company to reclaim, within three years, at a cost of about $650,000, about thirty-one thousand acres of what is at present useless land. An arrangement is pending for the purchase of 2,000 acres of land on the Fraser river, to be operated as a farm and stock ranch under one management.

Agassiz.—The fall fair was held on September 2 and 3, and was most successful.

Kleornia.—The annual fair was held on September 12. Although somewhat marred by rain the exhibition was a great success.

VANCOUVER, B.C., AND DISTRICT.

Mr. G. Bartley, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during September was active in all lines, with but few changes in prices. Shipping was very active. Some 20 vessels were reported at the end of the month to be on their way to British Columbia, to arrive from Antofagasta, London, Valparaiso, Coquimbo, Vladivostok, Yokohama, Liverpool, Haipong, Cardiff, Hong Kong, Tsuruga, New Zealand, Sydney and Manila. The tonnage will be over 30,000. These ships will bring mixed cargoes, and will take away principally lumber.

Local quotations for provisions were as follows:—Hams, 18c to 19c per lb.; breakfast bacon, 18c to 23½c; backs, 17½c.; dry salt, long clear, 14¼c.; shoulder hams, 15c.; picnic hams, 13c.; cottage hams, 13½c.; local creamery butter, 30c.; dairy butter, 20c. to 21c.; lard, 3's and 5's, 13c.; 10's, 12½c.; pails, 12¼c.; cheese, Ontario, large, 16c.; eggs, local, 50c.; eastern, 26 to 30c.

During September there were 70 births, 65 marriages, 59 deaths in Vancouver.

Bank clearings, though nearly 50 per cent greater than the amount last year, for September, were hardly as high as for August this year, when the record of over $12,000,000 was attained. The figures are:—September, 1906, $11,910,710; September, 1905, $8,556,198; September, 1904, $6,721,254.

Land registry office receipts for September, 1906, were $4,892.55; August, 1906, $4,851.95; September, 1905, $3,733.45.

Building permits showed a total for September of over $400,000. This large amount includes $200,000 for the Burns & Co.'s abbatoir. The value of dwellings continued high, $134,250 being the estimate placed on the permits issued for the month. Business blocks and additions thereto totalled $76,900. Minor buildings, such as stables etc. were $1,815 in value.

The real estate market was never in better condition.

Rough lumber increased in price $1 a thousand.

On the 26th inst., a convention of the Canadian Forestry Association was opened.*

Eight hundred new names were added to the provincial voters' list which closed on the 29th.

CONDITION OF PARTICULAR TRADES

Building.—The building trades were unchanged from last month. Stonecutters, bricklayers and masons receive $5.00 for 8 hours; hod carriers, $3; plasterers, $5; plasterers' labourers, $4; carpenters, $3.50; joiners, $4.50; stair builders, $4; plumbers and steamfitters, 40 to 45 cents an hour; blacksmiths, $3.50, electrical workers, inside, 43¾c.; outside, 37½c. an hour; lathers, $2.75; sheet metal workers, $3.60. The Saturday half-holiday is observed.

Metal, engineering and shipbuilding.—Iron moulders, workers and helpers, machinists and engineers were all very active. Engineers were in demand. Electrical workers and linemen were reported active on telegraph and lighting poles. Blacksmiths, boilermakers, sheet metal workers, horseshoers, etc., were busy.

Woodworking and furnishing.—Woodworkers were well employed. The same conditions were reported by the upholsterers, varnishers and polishers. Carriage and wagon makers, and car builders were active.

* See special report elsewhere in present issue.

Printing.—Printers, pressmen, bookbinders and stereotypers reported conditions good.

Clothing.—Journeymen tailors and garment workers reported being well employed. The Chinese and Japanese custom tailors were very busy. Boot and shoe workers reported work as only being fair.

Food and tobacco preparation.—Bakers, confectioners, ice cutters and drivers reported they were very busy. Cigarmakers and tobacco workers reported trade as fair.

Leather.—Workers on horse goods reported active conditions and prospects good.

Miscellaneous.—Barbers reported trade very dull on account of the strike. Clerks, though more were employed than this time last year, reported a number out of employment. Stenographers were not in demand, excepting first class hands. Delivery employees were very active. There was some demand for good restaurant employees.

Transport.—All classes of railroad employees were busy. Teamsters and expressmen were well employed.

Unskilled.—Conditions were fair.

DISTRICT NOTES.

North Vancouver.—This municipality contains about 32,500 acres, and is 17 miles long by eight wide. The taxable realty and improvements amount to upwards of $3,000,000, with a resident and transient population of 1,400; a quarter of a million dollar tramway; a $75,000 water system; a debt of some $213,000 for public improvements. There was a big demand for dwelling houses, and builders could not meet the demands, men and material being scarce.

A Board of Trade was organized with a membership of 80.

Six large scows will be built at Wallace's ship yards.

VICTORIA, B.C., AND DISTRICT.

Mr. J. D. McNiven, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment throughout September was fair. In the skilled trades the supply of labour was equal to the demand. For unskilled labour the demand was normal, with supply adequate for all requirements.

During the past two months about 2,000 Hindus have arrived in this province and each incoming Oriental liner brings from 200 to 500.

Iron moulders have been granted an increase in wages of 25 cents per day, viz., from $3.50 to $3.75.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were favourable throughout the month for harvesting. Root crops are reported good. The fruit crop has been up to expectations and was saved in good condition. Prices for fruit were considerably higher than during the corresponding month of last year.

Fishing.—Owing to the trap fishing season having been extended, a complete return of operations is not yet available, but it is generally conceded that the catch will be the lowest recorded.

Lumbering.—General activity prevailed, all mills running full time and some both night and day.

Mining.—Reports from the northern portions of the province indicated general activity. The two smelters on Vancouver Island were operated throughout the month and had a full supply of ore.

Railway construction and employment.—The Canadian Pacific Railway Company has a large staff of men employed making extensive improvements on the Esquimalt and Nanaimo division.

CONDITION OF PARTICULAR TRADES.

Building.—Conditions were not so favourable during September as the preceding three months. Time was broken throughout the month and few branches worked full time. The few bricklayers and masons remaining were fairly well employed. Carpenters and joiners also had fair employment, but a considerable number worked at irregular intervals. Lathers and plasterers were busy. Painters and decorators had fair employment, but time was broken. With plumbers trade was dull. Since the completion of the stone-

work on the C.P.R., tourist hotel, few stonecutters remain here, the surplus having drifted to neighboring cities. Builders' labourers were fairly active.

Metal, engineering and shipbuilding.—Iron moulders were active. Machinists, engineers and steam engineers were well employed. Electrical workers and linemen reported a dull month. Blacksmiths, boilermakers, iron shipbuilders, shipwrights and caulkers, sheet metal workers and horseshoers were busy.

Woodworking and furnishing.—Wood workers and upholsterers were well employed. Carriage and wagon makers were busy.

Printing and allied.—Printers, pressmen and bookbinders had a very busy month.

Clothing.—Journeymen tailors were well employed. Garment workers were busy.

Food and tobacco.—Bakers were busy. Butchers were active. Cigarmakers had a good month.

Leather.—Harnessmakers and saddlers reported an active month.

Miscellaneous.—Barbers were busy, and clerks were active. Delivery employees were busy. Laundry workers reported considerable over-time.

Transport.—Steamboatmen and steamboat firemen were busy. Ship labourers and longshoremen had fair employment. Street railway employees reported a busy month. The tourist trade remained active throughout the month, keeping cab drivers and hackmen fully employed. Carters, draymen, teamsters and expressmen all reported employment as fair.

Unskilled.—This class was fairly well employed, but the prospects were that before the end of October large numbers will be unemployed.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in this district has not shown much change during September, there still being a scarcity of men for some kinds of labour. On the whole it has been a very good month from the workman's standpoint. Great activity continued among the lumber camps and mills, with prospects good for some time to come. Business has been fairly good. There have been no changes in wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was very little activity among the farmers, the harvest being finished in the early part of the month.

Fishing.—Preparations were being made by some of the companies for the herring season.

Lumbering.—Among the saw mills work has been very busy all month, though the mill in this city was idle the last week in the month on account of scarcity of cars. The saw mill at Chemainus is expecting to resume night shifts soon with a capacity of 300,000 feet per day. Among the logging camps work was being rushed, as wet weather is expected. The demand for logs cannot be met, and there is a shortage all along the coast.

Mining.—Increasing interest is being taken in the quartz mines of this district, and it is expected that many more mines will soon be shipping ore as a great deal of development work is going on in several different parts of the Island.

The local sandstone quarry is gradually increasing its machinery and getting out more stone. A new quarry of large extent is being opened. The arrival of machinery is being awaited and the company has a large number of orders on hand.

In the coal mines work has been very brisk at all of the collieries in the district, and men have no difficulty in getting work. Prospects for the winter are good.

CONDITION OF PARTICULAR TRADES.

Building.—There was little activity among these trades, this having been a very dull year for building of any kind. Painters reported work quiet for the time of year, but plumbers were fairly well employed.

Metal, engineering and shipbuilding.—Machinists reported work quiet. Engineers were in fair demand. According to the provincial laws engineers have to be certificated, and there is at times a shortage of men to meet demands. Blacksmiths and carriage makers reported work active.

Printing.—Printers were quiet.

Transport.—Teamsters and expressmen had fair employment.

Unskilled labour.—This class was well employed. In some industries there has been a scarcity of men.

DISTRICT NOTES.

At the smelter, work has been steady, and prospects are good for some time to come.

LEGISLATION IN CANADA WITH REGARD TO PAYMENT AND PROTECTION OF WAGES.*

IN a number of the provinces of Canada enactments are in force giving, in addition to the right of prompt payment of wages as guaranteed under the different Master and Servant Acts, priority of claim and other protection of a special nature with respect to payment of wages. Among these enactments mention may be made of the various provisions existing in the several provinces safeguarding wages in cases of assignments, executions, the winding up of estates and under other circumstances and conditions which are litigious in character. Ontario and New Brunswick have special statutes dealing with this subject, and the statutes of the other provinces contain references thereto in the several assignment acts, executions acts, companies acts, railway acts, mines acts, etc.

There are also a number of important enactments in certain of the provinces relating respectively to the protection of builders' and contractors' workmen, the protection of wage earners on public works, the payment of wages in truck or kind, deductions from wages and exemptions from garnishment, all of which have been framed for the direct protection of the wage earner.

Priority of Wages Claims in Nova Scotia and Prince Edward Island.

In Nova Scotia and Prince Edward Island, it is provided in the acts relating to assignments that whenever an assignment of real or personal property is made the assignee is required to pay in priority to the claims of the ordinary or general creditors, the wages or salaries of all persons employed by the assignor at the time of making the assignment, or within one month before the making thereof, not exceeding three months' wages or salary, the wage earners ranking as ordinary creditors for the residue, if any, of their claims.[1]

Priority of Wages Claims in Ontario.

Under a special act of the Ontario statutes "respecting wages", the wages or salary of employees are given priority of claim over ordinary or general creditors in assignments, under exactly similar conditions as in Nova Scotia and Prince Edward Island.[2] The act, it is further stated, applies to wages or salary either by the day or week or by the job or piece or otherwise.[3] In the distribution of the assets of a company under the provisions of the Joint Stock Companies Winding Up Act, also, the liquidator is directed to pay all wages, owing, as above, in priority to the claims of ordinary creditors. The same priority of wages claims is given over execution creditors in cases of attachment and in the administration of estates.[4]

* In an article published in the July and August, 1906, issues of the *Labour Gazette*, at pages 54 and 156, respectively, dealing with legislation in Canada with regard to master and servant, the general obligations imposed upon masters respecting payment of wages were dealt with among other subjects in some detail. In the present article a number of special provisions contained in the statute law of the several provinces, giving further protection to workmen in the matter of payment of wages, are set forth. Following this, the legislation of the provinces giving workmen a specific lien upon the product of their labour for the amount of wages owing to them, will be taken up.

(1) R.S.N.S. 1900, chap 145, sec. 223. P.E.I. Stats., 1898, chap. 4 sec. 8.

(2) R.S. Ont., 1897, chap. 156, sec. 2; see also R.S. Ont. chap. 147, page 1471, and chap. 203, sec. 195, p, 2058.

(3) R.S. Ont., 1897, chap. 156, sec. 1.

(4) R.S. Ont., 1897, chap. 156, secs. 4, 5, and 6.

An amendment to the above act passed in 1899 defines the time at which wages payable on the distribution of an estate bp an assignee, executor or other administrator must be paid, viz.:—within one month after the estate has been received or pláced under the control of the said assignee or administrator, unless it appears that the estate is not of sufficient value to pay certain other claims which have priority over the claims for wages and the disbursements of winding up and distributing the estate, though the latter must not include any cost of litigation or unusual expenses, unless the persons entitled to the wages consent thereto in writing. The assignee who pays a claim of wages is protected in case the estate afterwards proves of insufficient value to justify the payment, provided he acted in good faith (5).

Under the Ontario Companies' Act, directors are held jointly and severally liable to the labourers, servants or apprentices of the company for any debts, not exceeding one year's wages, due for services performed for the company, during the period of their directorship. No director, however, is liable to an action unless the company has been sued therefor within a year after the debt became due.[6] The directors of mining companies are also held liable, in a similar manner, for the payment of one year's wages to labourers, servants and apprentices.[7]

Priority of Wages Claims in New Brunswick.

A special Act in New-Brunswick, "respecting the securing of wages to wage earners" gives priority of claim to wages, in assignments, over all other debts, under conditions similar to those imposed by the Ontario statute (8). Similarly in the distribution of the assets of an insolvent company, or of any deceased person, claims for wages are given priority. In the case of seizures by the sheriff a prior claim for wages not exceeding three months' wages or salary is allowed on condition that a veri fied claim for wages has been filed with the sheriff. Upon the filing of this statement the sheriff may make an additional levy sufficient to satisfy both the wage earner and the execution creditor. A claim for wages made in this way, however, may be disallowed by the judge of the county court upon petition (9). The New-Brunswick statute also provides for the protection of wage earners in connection with absent or absconding debtors (10). In New Brunswick also where a mortgage issued to secure debentures by a railway is foreclosed, and the railway is sold, the wages of persons employed in operating the railway, not exceeding three months' wages must be paid out of the proceeds of the sale in priority to the claims of the bond holders or other creditors, excepting only in the case of employees engaged by the receiver or by the mortgagees in operating the railway.[11] Neither the Ontario nor the New-Brunswick statute apply to assignments made under the provisions of any act of the Dominion Parliament relating to bankruptcy or insolvency.[12]

Priority of Wages claims in Quebec.

The Quebec law, in enumerating the claims which carry a privilege upon moveable property places servants' wages and sums due for supplies of provisions ninth in the list, precedence being given to law costs and other expenses incurred in the interest of the mass of the creditors, tithes, claims of the vendor, claims of creditors who have a right of pledge or retention, funeral expenses, the expenses of the last illness, municipal taxation, and the claims of the lessor under certain restrictions (13). Domestic servants and hired persons generally are entitled to a preference only for wages due to them for a period not exceeding one year preceding the time of the seizure or death. Clerks, apprentices and journeymen are entitled to the same preference, but only on the merchandize and effects contained in the store shop or workshop in which their services

(5) Stat. Ont., 1899, chap. 17.
(6) R.S.O. 1897, chap. 191, sec. 85.
(7) R.S.O. 1897, chap. 197, sec. 8.
(8) C.S.N.B. 1903, chap. 149, secs. 1, 2 and 3.
(9) C.S.N.B. 1903, chap. 149, sec. 4.
(10) C,S.N.B. 1903, chap. 149. sec. 5.
(11) C.S.N.B. 1903, chap. 149. sec. 6.
(12) R.S. Ont. 1897, chap. 149 sec. 8; C.S.N.B., 1903, ch. 149, sec. 7; C.S.N.B., chap. 141, page 1688, sec. 3, subsec. 6.
(13) C.C.Q. art. 1994.

were employed and for a period of arrears not exceeding three months.[14] In the case of immoveables, the privileged claims rank as follows: 1. law costs and expenses incurred for the common interest of the creditors; 2. funeral expenses suitable to the station and means of the deceased when the proceeds of the moveable property have proved insufficient to pay them; 3. the expenses of the last illness, subject to the same restriction; 4. expenses of tilling and sowing; 5, assessments and rates; 6. seignorial dues; 7. the claims of builders or other workmen and architects; 8. the claim of the vendor, and 9. servants' wages when the proceeds of the moveable property have proved insufficient.[15]

In the case of work done by estimate or contract in Quebec the workman who furnishes only labour and skill is debarred from any claim for wages in case the work which was to have been perfected and delivered as a whole perished before delivery, even though the workman is without fault in the matter, unless the thing has perished by reason of defect in material or the fault of the owner.[16]

Priority of Wages Claims in Manitoba.

In the case of an assignment in Manitoba, workmen's wages are given priority of claims, as in Nova Scotia, New Brunswick and Ontario. The wages, however, must be for arrears only and not for any unearned portion, the wage earners ranking as ordinary creditors for the residue, if any, of their claims. The provision applies to wages or salary whether payable by the day, week, month or year.[17] Similarly in winding up companies and in executions the wages of employees in Manitoba are given priority to the claims of the ordinary creditors.[18]

Under the Railway Companies Incorporation Act the shareholders of a company are made jointly and severally liable for all debts due to its labourers or servants for services performed, but are not liable to an action therefor before an execution has been returned unsatisfied in whole or in part against the corporation.[19] Similarly directors of joint stock companies and mining companies are liable for workmen's wages not exceeding one year's wages due them.[20] No director, however, is liable in an action therefor unless the company has been sued within one year after the debt became due, or unless the director is sued within one year of the time when he ceased to be a director, or before an execution against the company has been returned unsatisfied in whole or in part.[21]

Priority of Wages Claims in Saskatchewan and Alberta.

Under the Creditors' Relief Ordinance of the *North-west Territories* passed in 1893, all priorities among creditors by execution from the Supreme Court of the Territories were abolished. A special section, however, was included in the measure to the effect that persons in the employment of an execution debtor at the time of the service of the notice, or within one month before, are entitled to be paid one month's wages or salary in priority to the claims of the other creditors and to share priority with the other creditors as to the residue, if any, of their claim.[22] Similarly in the ordinance respecting the voluntary winding up of joint stock companies, the liquidator is required to pay, in priority to the claims of the general or ordinary creditors of the company, the wages or salary of all persons, other than contractors, in the employment of the company at the time of making the winding-up order or within one month previously, not exceeding three months wages or salary, the employees to rank with the other creditors for any residue.[23]

Priority of Wages Claims in British Columbia.

In British Columbia three months' wages or salary are payable in priority of all

(14) C.C.Q. art. 2006.
(15) C.C.Q. art. 2009 and 2013.
(16) C.C.Q. art. 1686.
(17) R.S. Man. 1902, chap. 8, sec. 28.
(18) R.S. Man. 1902, chap. 175, sec. 11; and chap. 58, sec. 9.
(19) R.S. Man. 1902, chap 147, sec. 30.
(20) R.S. Man. 1902, chap. 30, sec. 33 and chap. 114, sec. 10.
(21) R.S. Man. 1902, chap. 30, sec 33.
(22) C. O. N. W. T., 1898, chap. 26, secs. 3 & 18.
(23) do do chap. 13, sec. 10.

other claims in assignments of real or personal property for the benefit of creditors, and the employees rank as ordinary creditors for any residue of their claim, as in Ontario. This provision applies to wages or salary whether employment be by the day, week, job, piece or otherwise.[24] Similarly under the Execution Act a judge may order that the wages of employees, to the extent of three months' pay, be a preference claim, to be retained by the sheriff out of the proceeds of the execution.[25] The above provisions of the Revised Statutes with reference to the protection of wages in assignments and executions were re-affirmed in the Creditors' Trust Deeds Act of 1901.[26] Under the Fraudulent Preferences Act of 1905 also, the payment of wages, as above, is safeguarded.[27]

Protection of Wages of Builders' and Contractors' Workmen in Quebec and Manitoba.

In Quebec and Manitoba the wages of workmen employed by builders and contractors are protected in a special manner by the Statutes.

Under the Manitoba "Builders' and workmen's Act", contractors and builders are required to keep a pay-list showing the names and wages or price of the work and of the workmen in their employ, and every payment of wages must be attested by the signature or cross of the workman in the presence of a witness who must also sign his name. A proprietor must require the production of this pay-list before paying any amount claimed on the contract, except by order of the court.[28] A proprietor is also strictly required to see from time to time that the wages of workmen are being paid by his contractor, and until they are paid in full he is directly liable for the amount owed, and the workman may sue for and recover payment from the proprietor by personal action, in the same manner as from the contractor; the liability of the proprietor, however, is limited to the amount of the original contract price.[29] A number of unpaid workmen may join in an action and if the amount recovered is less than the aggregate amount sued for it is to be divided *pari-passu* according to their claims.[30] Workmen are entitled to examine any building or other works in connection with their claim and make measurements, the refusing of entrance, for this purpose by the proprietor at a reasonable time being regarded as conclusive evidence in his disfavour.[31] Unfinished work is to be paid for in proportion.[32] The penalty for neglecting to keep a complete pay-list or making false entries in the same, or for refusing to furnish a list to the proprietor when requested, is to be not less than $20 and not more than $200, and the penalty belongs to any person prosecuting for the same before any magistrate or justice of the peace, the same to be levied with costs in case of default by distress and imprisonment for a term not exceeding 30 days.[33] The liability of a proprietor for a workman under a sub-contractor is the same as under a contractor and the sub-contractor is liable to all the debts and penalties of a contractor. Workmen after once signing a pay-list are thereby stopped from claiming the respective sums owing to them.[34] Sections are added to the act permitting a builder or contractor to register a copy of his contract and from registration to have a lien upon the land while the contract is being executed for the amount of the contract price or any unpaid portion thereof with priority over any subsequent transfer or encumbrances.[35]

Appeals are limited to amounts exceeding $200.[36] Workmen's claims are not affected by an assignment of the contract to another contractor.[37] All payments by the proprietor to any workman for wages are to apply in settlement of the contract price.[38]

(24) R.S. B.C. 1897 chap. 11, secs, 21 and 22.
(25) R.S. B.C. 1897, chap. 72, sec. 7.
(26) Stat. B.C. 1901, chap. 15, sec. 36.
(27) Stat. B.C. 1905, chap. 24, sec. 4, sub-sec. 4.
(28) R. S. M. 1902, chap. 14, sec. 3.
(29) R. S. M. 1902, chap. 14, sec. 4.
(30) do do sec. 5.
(31) do do sec. 6.
(32) do do sec. 7.
(33) do do sec. 8.
(34) do do sec. 9.
(35) do do sec. 10.
(36) do do sec. 11.
(37) do do sec. 12.
(38) do do sec. 13.

In Quebec the enactments in this connection are of a similar but less extended character. Builders or contractors employing workmen by the day or by the piece must keep a list, as in Manitoba, showing the names of their employees and the wages paid to each. Payment of wages must also be attested in writing, witnessed in the same manner. A workman who has not been paid may present his claim, in a specified form and in the presence of a witness, to the proprietor who gave out the work to the contractor, and from that time the sum then due upon the price or value of the contract is to be deemed to be seized and in the hands of the proprietor up to the amount of the claim of the workman. Every payment subsequently made to the contractor, so long as the latter has not established the payment of the workman, has no effect insofar as the latter is concerned, who, as in Manitoba, may claim payment of the amount from the proprietor by a personal action in the same manner as from the contractor. A number of unpaid workmen may join in the same claim, as in Manitoba. In the case of an assignment by the contractor to a third party of the price of the work, the claim of workmen has, with respect to this third party, the same effect as it would have had with respect to the contractor if no assignment had been made.[39]

Truck Legislation and Deductions from wages*

In certain of the provinces legislation of a very important character from the standpoint of the protection of wages is in force, forbidding the payment of wages in truck or kind, and defining the powers of employers to make reductions from the wages of their employees on account of sick or accident benefits, or for tools, facilities, materials, fuel, food, lodging, etc., supplied. The most extended act of this nature is the British Columbia Truck Act of 1898. Less detailed regulations, having reference only to the wages of coal and metalliferous miners, are in force in Nova Scotia, while in Ontario and Prince Edward Island there are provisions of this nature relating to a particular class and to particular circumstances respectively.

The British Columbia Truck Act.

In the interpretation clause of this act the term "workman" is defined as not including a domestic or menial servant or farm labourer, but as meaning any labourer, journeyman, artificer, handicraftsman, miner or person otherwise engaged in manual labour of any age, who has entered into a contract with an employer, express or implied, oral or in writing, to execute any work or labour. The term "employer" includes foremen, clerks and other persons engaged in the higher employments or superintendency of labour, and corporations.[40]

General Provisions.—In all labour contracts wages are to be payable in lawful money of Canada only and not otherwise. Contracts calling for payment in any other manner are declared illegal, null and void.[41] Any labour contract indicating directly or indirectly the place where, or the manner in which, or the persons with whom, the whole or any part of the wages due, are to be expended, is declared illegal, null and void.[42] Payments of wages made by the delivery of goods are expressly forbidden.[43] Any wages not paid in money may be recovered from the employer in the manner provided by law for the recovery of servants' wages.[44] The payment of wages in the money of any other of His Majesty's Dominions, or in any bank notes, if such money and notes are circulating at face value in British Columbia, or by cheque payable on demand upon a chartered bank of Canada having an office in British Columbia, if duly honoured, is permitted, but only with the consent of the workman.[45]

(39) R.S. Que., art. 5817, C.C. Que., art. 1697, b, c and d.

* For a statement with reference to deductions from wages or medical attendance, permitted under the master and servant Act of British Columbia, and under the Companies' Doctors Act of Nova Scotia, see the *Labour Gazette* for August, 1906, page 158. See also article dealing with Nova Scotia Legislation affecting Labour', 1906, in the September, 1906, issue of the *Labour Gazette* at page 273-4.

(40) B.C. Stat., 1898, chap. 43, sec. 2.
(41) B.C. Stat., 1898, chap. 43, sec. 3.
B.C. Stat., '98, chap. 43, sec. 4.
B. Stat., 1898; chap. 43, sec. 5.
(44) B.C. Stat., 1898, chap. 43, sec. 6.
(45) B.C. Stat., 1898, chap. 43, sec. 7.

An employer is not allowed, in actions brought by workmen for recovery of wages, to set up against the wages, goods, board or lodging supplied on account of wages, nor to bring suit for goods, board or lodgings supplied on account of wages.[46]

The above provisions apply only to workmen employed on works or undertakings situated wholly or in part in an incorporated town or city, or within three miles thereof, and only to goods, board or lodging supplied to workmen in an incorporated town or city, or within three miles thereof.[47]

Deductions from wages. — Employers may supply medicine, medical attendance, fuel, provender to animals employed by the workman, house room, mining, fishing or logging materials or tools, and, in the case of a railway company, board and lodging in the company's boarding cars to employees engaged in the construction or repair of permanent works and way, and may make deductions from the wages of workmen in respect of such material, tools, rent, board or lodging.[48] No deduction, however, may be made from wages for sharpening or repairing tools, except by agreement. Deductions from wages in respect of goods, board or lodging supplied, or in respect of any rent, must not exceed the real and true value of the goods, etc., supplied.[49] In cases where the workman is entitled to receive an advance on account of his wages, the employer is not allowed to withhold the advance or make any deduction for poundage, discount or interest.[50] An employer is not permitted to impose conditions as to the place at which, or manner in which, or person with whom an employee is to board, or reside, or as to the place at which, or the manner in which, or the person with whom, any wages paid to the workman are to be expended.[51] An employer is allowed to advance money to a workman to be contributed to a friendly society duly established according to the laws of the Province, or for the workman's relief in sickness.[52]

Penalties, etc.—Employers entering into illegal contracts as above, or failing to comply with any of the foregoing provisions, are liable for the first offence to pay a fine not exceeding $100, with the alternative of imprisonment for not more than one month, with or without hard labour, and for a second and each subsequent offence, to pay a fine of not less than three months, with or without hard labour.[53]

No person may be punished for a second offence under the act unless ten days at least have intervened between a conviction for the first offence and the committing of the second. Offences committed during this interval, however, may be punished in the same manner as a first offence. If the person preferring a complaint does not produce evidence of a previous conviction the offender must be punished for each separate offence as though each were a first offence. No person may be proceeded against as for a second offence after more than two years after the commission of the next preceding offence.[54]

In the case of an offence committed by an agent of the employer the agent is liable to the same penalty as if he were the employer. An employer charged with an offence may charge the actual offender, who, upon due proof, may be summarily convicted and the employer exempted from any penalty.[55] Prosecutions may be made and penalties recovered under the provisions of the "Summary Convictions Act" before any two justices of the peace having jurisdiction in the place where the offence is committed. The jurisdiction of the Supreme and County Court judges and of Police and Stipendiary Magistrates in respect of offences against the act is fully defined.[56]

No person is liable to be convicted of offences committed by his or her co-partner in trade and without his or her knowl-

(46) B.C. Stat., 1898, chap. 43, secs. 7, 8 and 9.
(47) B.C. Stat., 1888, chap. 43, sec. 10.
(48) B.C. Stat., 1898, chap. 43, sec. 11.
(49) B.C. Stat., 1898, chap. 43, sec. 11.
(50) B.C. Stat., 1898, chap. 43, sec. 14, sub-sec. 1.
(51) B.C. Stat., 1898, chap. 43, sec. 14, sub-sec. 2.
(52) B.C. Stat., 1898, chap. 43, sec. 16.
(53) B.C. Stat., 1898, chap. 43, sec. 12.
(54) B.C. Stat., 1883, chap. 43, sec. 16.
(55) B.C. Stat., 1898, chap. 43, sec. 17.
(56) B.C. Stat., 1898, chap. 43, sec. 18.

edge or consent. A penalty or sum of wages, however, may be levied by distress and sale of goods belonging to a co-partnership or business, in the carrying on of which they become due.[57]

Nova Scotia Truck Legislation.

In Nova Scotia the provisions corresponding to the above, with respect to the payment of and deductions from wages, are confined to the acts for the regulation of coal and metalliferous mines.

In the case of coal miners it is provided that all wages must be paid in money current in the Dominion of Canada.[58]

Deductions from wages.—An employer may deduct and retain out of the wages of a coal miner in his employ any sums due in respect of powder, coal, oil, rent, check-weigher's fees, doctor's fees, or church or society dues. He may also apply, but only on the order in writing of the employee, the whole or part of the latter's wages to the payment of any debt due by the employee, but the order is only effective for the semi-monthly period specified therein and for the amount specified therein.[59] In the case of metalliferous miners, deductions from the wages of employees in respect to school rates or other rates, without the consent in writing of the employee, are expressly forbidden.[60]

In the case of coal miners, when wages are paid according to the weight of mineral gotten, deductions may be made by agreement in writing in respect to stones or other material than mineral which are sent out of the mine with the mineral, or in respect to tubs, cars or hutches improperly filled. Where deductions have not been mutually agreed upon they must be determined either (a) in any special mode agreed upon between the owner of the mine and the majority of the persons employed, or (b), by persons appointed on behalf of the owner and on behalf of the majority of the employees, or (c), by a third person agreed upon by the persons thus appointed, or by some person appointed by the Commissioner, the latter having power to appoint representatives either of the employer or the employees in case they fail to make an appointment.[61]

By a special act passed during the present year, in connection with an arrangement of the Dominion Coal Company, Limited, for assisting its employees to own their own dwellings, the company, notwithstanding any of the above provisions respecting payment of miners' wages, was permitted to retain monthly instalments out of the wages or salary of its employees in payment of lands or tenements purchased by the employee from the company. An agreement in writing, however, is necessary before any deduction of this nature is permissible.[62]

Truck Legislation in other Provinces.

Under the License Act of Prince Edward Island persons paying the wages of any journeyman, servant, labourer or other employee in spirituous liquors, either in part or in whole, are to be treated as unlicensed retailers and are subject to the penalties set forth in the law for such offenders. The workmen, moreover, are entitled to have their entire wages and have the same remedy for the recovery of them as if they had not been in any manner paid or discharged[64]

In the regulations issued under date September 7, 1906, by the Provincial Board of Health of Ontario, for the sanitary control of lumbering, mining, construction and other camps, in unorganized districts, an employer of labour in other than lumbering camps is required to contract with one or more duly qualified physicians for the medical and surgical care of his employees, and may deduct from the pay due any employee a sum not exceeding $1.00 per month to be paid to the physician or physicians contracted with.

Various acts passed by the Ontario Legislature granting aid to railways, containing clauses specifying that the wages paid in the construction or operation of the same, must be those current for work-

(57) B.C. Stat., 1898, chap. 43, sec. 20.
(58) R.S. N.S., 1900, chap. 19, sec 29, sub-sec. 1.
(59) R.S. N.S., 1900, chap. 18, sec. 29, sub-sec. 2 and 3.
(60) R.S. N.S., 1900, chap. 20, sec. 10.
(61) R.S. N.S., 1900, chap. 19, sec. 20.
(62) N.S. Stat., 1906, chap. 95.
(63) P.E.I. Stat., 1856, chap. 2, sec. 7.
(64) Ont. Stat., 1900, chap. 28, sec. 2; Stat. Ont., 1901, chap. 22, sec. 18; Stat. Ont., 1902, chap. 9, sec. 11; Stat. Ont., 1904, chap. 18, sec. 6 and chap. 20, sec 7.

men similarly engaged in the district, also contain clauses requiring that workmen employed in the construction of subsidized railways must be charged fair and reasonable rates for any board, clothing, etc., supplied by the contractors.[65]

The Woodmen's Lien Act of Ontario provides in a special section that the payment of wages for labour in connection with any logs or timber must not be made by any cheque or I.O.U., bill of sale, promissory note or other undertaking, other than a bank note or bill, drawn upon or payable in any locality not within the Province of Ontario.[66]

Deductions from salaries of civil servants.

Under the Civil Service Act of the Dominion of Canada provision is made for the suspension of employees guilty of misconduct or negligence, a person so suspended not to receive salary or pay while under suspension.[67] A deduction from pay may also be made for unauthorized absences.[68]

Under the Civil Service Superannuation Act of the Dominion deductions from salary are permitted towards making good the superannuation allowances therein mentioned at the rate of 3½ per cent per annum for a salary of $600 per annum or upwards, and 3 per cent per annum if it is less than $600.[69]

Under the Civil Service Insurance Act the Governor-in-Council may make regulations for prescribing a mode of paying premiums in connection with insurance contracts. Provision is also made for the preparation of tables fixing the premiums, the latter to be payable in one sum or in annual or monthly instalments either during the life of the insurer or during a limited period.[70]

The Civil Service Retirement Act passed in 1898 provided for the establishment of a "retirement fund" to be created by the reservation out of the salary of each person of 5 per cent of his salary.[71]

Under the statutes of Manitoba, Saskatchewan and Alberta, relating to the public service, provision is made for the suspension of employees guilty of misconduct or negligence with loss of salary during the period of suspension.[72] In Ontario, for less serious instances of misconduct a fine not exceeding $20 may be imposed, the same to be deducted from the salary of the employee.[73]

Payment of Wages at Hotels.

The payment of wages at hotels, public houses, places of amusement, or localities adjoining thereto, is forbidden in a number of provincial statutes, including the Ontario, British Columbia and Nova Scotia Mines Acts, and the Manitoba License Act.[76]

Protection of Wage Earners on Public Works.*

In *Ontario* and *British Columbia* special statutes are in force providing for the payment of the wages of employees on contracts or sub-contracts for the construction of public works, out of securities held by the Crown. A claim for the wages must be filed in the office of the member of the Executive Council entering into the contract, or having the supervision of the execution thereof, not later than two months after the wages have become due. Satisfactory proof of the claim must be furnished, whereupon it may be paid to the extent of any moneys or securities in the hands of the Crown for securing the performance of the contract.[75]

(65) R. S. Ont., 1897, chap. 154. sec. 41.

(67) 48-49 Vic., chap. 46, sec. 50.

(68) 48-49 Vic., chap. 46, sec. 51.

(69) 46 Vic., chap. 8, sec. 5 and 56 Vic., chap. 12, sec. 3.

(70) Stat., 1893, chap. 13, secs. 11 and 14.

* A special article dealing with the Fair Wages Resolution of the Dominion House of Commons, passed July 17, 1900, which applies to all contracts awarded by the Government of Canada, was published in the September, 1900, issue of the Labour Gazette (Vol. I, No. 1) at page 15. The article sets forth the full text of the resolution, its scope and application, and the different steps taken to carry it into effect, including the incorporation of fair wages schedules in all government contracts. In the statement published herewith reference is made only to provincial legislation of a kindred nature.

(71) Stat., 1898, chap. 17. secs. 4 and 5.

(72) R.S. Man., 1902, chap. 25, sec. 31; C.O. N.W.T., 1898, chap. 5, sec. 26.

(73) R.S. Ont., 1887, chap. 15, sec. 29.

(74) R.S. N.S., chap. 19, secs. 19 and 29; chap. 20, secs. 9 and 11; R.S. O., chap. 36, sec. 66; R.S. M., chap. 101, sec. 141; R.S. B.C., chap. 138, sec. 14.

(75) R.S.O. 1897, chap. 155, sec. 1; B.C. Stat., 1902, chap. 71, sec. 2.

A list of the names of the workmen employed by a contractor or sub-contractor on the construction of a public work must be furnished to the Government not later than the fifteenth day of each month. The rate of wages and amount paid and due for wages or labour done by any foreman, workman, labourer or team during the previous month must be shown on this list and must be attested under oath by the contractor.[76] Failure to furnish a list upon demand is punishable by a penalty not exceeding $100 and not less than $10 for every day during which the default continues, the amount of the penalty to be determined by the Government and to be deducted out of the moneys owing to the contractor.[77] When the default in furnishing the list is made by a sub-contractor the penalty may be recovered with costs at the suit of the Crown in any court of competent jurisdiction.[78]

The same act contains a section providing for the retention of a portion of the legislative grant to any company or person towards the construction of a railway for the purpose of paying any wages claims that may be found due for labour of persons or teams, 30 days being allowed after the presentation of the claim for payment has been made.[79] It was also provided that companies thereafter incorporated should be liable for the payment of wages to workmen, labourers or teams employed in the construction of any work, whether carried on directly by the company, or through contractors, provided that nothing in the acts should be construed to prejudice the right of a workman against a contractor under any other act or law of the province.[80] In default by any contractor in the payment of the wages of a workman, a notice giving the name of the claimant and the amount of wages claimed is required to be served upon the company, by or on behalf of the claimant, not later than two months after the wages are payable. This notice may be served upon the president, vice-president, secretary, managing director, or other specified officers of the company.[81]

In *Quebec*, an act was passed in 1893 providing for the payment of debts incurred in the construction of subsidized railways. Railway companies receiving subsidies from the government of the province, and contractors and sub-contractors employing foremen, workmen or labourers by the job or for a specified time to fulfill the contract, are required to keep a list showing the names and wages or price allowed for the work of such foremen, workmen or labourers, and every payment to them must be attested by the signature or mark of the foreman, workman or labourer affixed before a witness, who signs his name. A foreman or workman who has furnished labour or materials in the construction of a subsidized railway may file in the office of the Commissioner of Public Works a claim under oath in a specified form, and the Commissioner of Public Works may from the moment that such claim is filed retain in his discretion, out of the subsidy granted by the legislature to the company, a sum sufficient to cover the claim until satisfied, unless the company or persons entitled to the subsidy consent to the payment of the claim by the Commissioner out of the subsidies. In case of contestation the Commissioner keeps an amount sufficient to pay the contested claim or claims until the matter is settled by the courts or by private agreement. A number of unpaid foremen or workmen may join in the same claim.[82]

Acts passed from time to time respecting the construction of certain railways under subsidy in Nova Scotia contain sections safeguarding the payment of labour, whether engaged directly by the companies or by sub-contractors[83] In Ontario also various acts granting aid to certain railways contain clauses specifying that the rates of wages paid in or about the construction or operation of the said railways

(76) R.S.O. 1897, chap. 155, sec. 2; B.C. Stat., 1902, chap. 71, sec. 3.

(77) R.S.O. 1897, chap. 155, sec. 3; B.C. Stat., 1902, chap. 71, sec. 4.

(78) R.S.O. 1897, chap. 155, sec. 4; B.C. Stat., 1902, chap. 71, sec. 5.

(79) R.S.O. 1897, chap. 155, sec. 5; B.C. Stat, 1902. chap. 71, sec. 6.

(80) R.S.O. 1897, chap. 155, sec. 6; B.C. Stat. 1898, chap. 71, sec. 7

(81) R.S.O. 1897, chap. 155. sec. 7; B.C. Stat. 1898, chap. 71, sec. 8.

(82) Stat. Que. 1893, chap. 36.

(83) N.S. Stat. 1902, chap. 1, sec. 157; N.S. Stat. 1903, chap. 1, sec. 143-146.

must be those currently payable to workmen similarly engaged in the district in which the railway is constructed or operated.[84] In British Columbia the granting of subsidies to railways and other companies is forbidden, under special statute, until an agreement has been entered into between the company and the government as to the employment of labour in connection with the work, the company giving bonds or money as security that the agreement will be strictly adhered to.[85]

Exemption of Wages from Garnishment.

A provision which is found in the statute law of all of the provinces, and which was devised with the special object of protecting the wages of workingmen, is one exempting from seizure or attachment for debt a certain portion of any wages due to a workman. The provisions of the law differ considerably in the several provinces, as will be seen from the following statement:—

Nova Scotia.—In Nova Scotia no wages of a servant, labourer or workman can be attached unless the amount exceeds the sum of $40, and then only for the surplus of the wages over and above the sum of $40.[86]

Prince Edward Island.—In this province wages due to a debtor for his personal labour and service to the extent of one-half are exempt from garnishment.[87]

New Brunswick.—Under the New Brunswick law wages due to a judgment debtor for personal labour to the extent of $20 are exempt from garnishment.[88]

Quebec.—In Quebec the wages and salaries of workmen and labourers paid by the day, week or month, including those who perform manual labour in factories and workshops, to the extent of three-fourths thereof, are exempt from seizure.[89]

In 1903 an article was inserted in the Code of Civil Procedure of Quebec allowing a defendant in a case with respect to the seizure of salaries or wages, within seven days of the judgment or at any time before the execution, to deposit with the clerk of the court the portion of his salary or wages liable to seizure. If at the same time he produces a declaration under oath setting forth the amount of his salary or wages, as well as the name, occupation and place of business of the person who pays the same, and the time when the same are payable, and if he continues to deposit the seizable portion of his wages at each term of payment until full payment of the judgment is made, no seizure by garnishment can be issued against the defendant to seize his salary or wages. A similar procedure must be followed by the defendant whenever he changes his employer or the conditions of his engagement. This declaration may be contested in the same manner and within the same delays as the declaration of a garnishee. Eight days after any such deposit, the clerk of the court pays it to the plaintiff, if there are no other claims. Provision was also made for the collocation and payment of costs.[90]

Ontario, Saskatchewan and *Alberta.*—Under the law of these provinces no debt due or accruing due to a mechanic, workman, labourer, servant, clerk or employee for and in respect of his wages is liable to seizure or attachment, unless the debt exceeds the sum of $25, and then only to the extent of the excess.[91]

Manitoba.—In Manitoba any debt due or accruing to a mechanic, labourer, servant, clerk or employee for wages or salary is exempt from seizure or attachment, under process issued either out of the Court of King's Bench, or out of any of the County Courts, to the extent of $25. In case at the time of the process taking effect upon a garnishee there is less than one month's salary or wages due to the workman, the extent of the exemption is to be at the rate of $25 per month for the time such salary or wages are due or accruing due.[92] Where the debt is for board

(84) Stat. Ont. 1900, chap. 28, sec. 2; Stat. Ont. 1901, chap. 22, sec. 18; Stat. Ont. 1902, chap. 9, sec. 11; Stat. Ont. 1904, chap. 18, sec. 6 and chap. 20, sec. 7.

(85) B.C. Stat. 1902, chap. 39.

(86) R.S.N.S., chap. 155, sec. 7a. [The judicature Act with rules of Supreme Court.]

(87) P.E.I. Stat., 1881, chap. 4, sec. 32

(88) C.S.N.B. 1903, chap. 134, sec. 33

(89) R.S. Que., Art. 5931.

(90) Stat. Que. 1903, chap. 57.

(91) R.S. Ont., chap. 156, sec. 7; see also chap. 60, sec. 180.

(92) R.S. Man. chap. 68, sec. 4.

or lodging no exemption is allowed if the exemption is not necessary for the support of the debtor or his family and other dependents.[93]

British Columbia.—Under the law of this province no debt due or accruing due to a mechanic, labourer, servant, clerk or employee for wages or salary is liable to seizure or attachment, unless the debt exceeds the sum of $30 in case the judgment debtor is a married person, upon whom one or others are dependent for support, and the sum of $20 if the judgment debtor be single, and then only to the extent of the excess.[94] Wages earned by a deceased workman within three months previous to his death, and owing to him at the time of his death, are payable to his widow free from any debts of the deceased workman.[95]

Protection of Minors' Wages.*

Various enactments of a special nature, apart from those contained in the different acts relating to apprentices and minors, are in force in the several provinces, for the purpose of safeguarding in a special manner the payment of minors' wages.

In *Prince Edward Island* servants under 21 years of age may recover their wages if the total of the latter does not exceed twenty pounds sterling, in the same manner as if they were of full age. Advances made for clothing or for necessaries of life to a minor by his master may be allowed by way of a set-off to any wages claimed.[96]

A person under 21 years of age in *New Brunswick* may sue for wages due him in the same manner as if he were of age and may be held liable for costs.[97]

A minor in *Quebec* is allowed, as a general rule, to bring action only in the name of his tutor. A minor of 14 years, however, may alone bring action to recover wages. With the authority of a judge he may also bring action in any matter arising out of the contract for the hire of his personal services.[98]

A minor is expressly permitted to sue in a Division Court in *Ontario* for any sum not exceeding $100 due to him for wages, in the same manner as if he were of full age.[99] Wages of minors if not payable to the parent must be either payable to the minor himself or to some person for his benefit.[100] A minor may prosecute an action for any sum of money not exceeding $100, due to him for wages, or piece work, or for work as a servant, in the same manner as if he were of full age.[101]

Under the act respecting the *Manitoba* Reformatory for Boys, the superintendent, with the consent of the Minister, may apprentice boys in certain cases and provide that the wages received shall be payable to them or some other person for their benefit.[102] The Manitoba Married Women's Property Act provides that a married woman may obtain an order for the protecting of the earnings of her minor children.[103] A similar provision exists in the *British Columbia* law.[104]

* See also Labour Gazette for March, 1902, Vol. II, page 528.

93. R.S. Man. chap. 68, sec. 5; see also chap. 75, sec. 14.
94. R.S.B.C. chap, 55, sec. 35.
95. R.S.B.C. chap. 58, sec. 3.
96. P.E.I. Stat., 1860, chap. 16, secs. 19 and 20.
97. C.S.N.B., 1903, chap. 116, sec. 20.
98. R,S. Que., art. 5789, C.C. Que., 304.
99. R.S. Ont. 1897, chap. 60, sec. 78.
100. " chap. 161, sec. 9.
101. " chap. 109, sec. 65.
102. R.S.M. 1902, chap. 149, sec. 30
103. R.S.M. 1092, chap. 20.
104. R.S.B.C. 1897, chap. 130, sec. 25.

THE UNIVERSITIES AND THE INDUSTRIAL CLASSES—DALHOUSIE COLLEGE AND TECHNICAL EDUCATION.

(Professor James Carruthers of Dalhousie College has kindly favoured the Department of Labour with the following article on the efforts made by that University to place its advantages and equipment within the reach of the industrial classes in Nova Scotia. As a contribution to the subject of technical education, which is receiving much attention in Canada at the present time, and as suggesting a means whereby the universities and the workingmen may be brought more closely into touch with each other, the article is very valuable.—Ed.)

FOR some years Dalhousie College has been conducting classes in industrial centres. To understand the relation of the College to this new movement, two circumstances must be explained, as the classes had their origin in both.

First of all, the University stands, and has always stood for technical education, as will be seen by reference to its charter.

The College was founded in 1818 by the Right Honourable George Ramsay, Ninth Earl of Dalhousie, "for the education of youth in the higher branches of science and literature."

The original endowment was derived from funds collected at the port of Castine, in Maine, during its occupation in 1814 by Sir John Sherbrooke, then Lieutenant-Governor of Nova Scotia. These funds were to be devoted to the "founding of a College or Academy on the same plan and principle as that in Edinburgh," "open to all occupations and sects of religion, restricted to such branches only as are applicable to our present state, and having power to expand with the growth and improvement of our society"—so runs the charter.

It will be seen from the above that the College was to be undenominational; that it was to be open to all occupations, and that its instruction should be in such branches as are applicable to our present state, language well nigh a century old, containing the germ of technical education.

From the first, the University has tried to live up to its charter, advancing step by step, adding department after department. Thus in 1877 the Board of Governors in addition to other departments added the Faculty of Science which was reorganized in 1891, and in 1902 there was established the School of Mines. In other words there was presented by the Senate a course of instruction "applicable to our present state," as was originally intended when the charter was given.

Secondly, in the early eighties, at the request of the miners in Nova Scotia, the Hon. Mr. Fielding and his associates in the Local Government established what is known as the "Government Mining School," an institution which has been eminently successful, and beneficial, not only to the miners, but also to the mining industries throughout the province.

This school is largely in the hands of the miners themselves. The teachers are working miners, who from their education and practical knowledge are appointed to prepare the men to pass examinations for the several grades up to and including the position of under-ground manager.

Thus it will be seen that there were two institutions in the field. The one prepared to give a thorough up-to-date University education, and the other a practical education in mining. Between these two courses there was a gap. The best young men soon found themselves beyond the government schools and unable to fit themselves for the better positions without assistance. In this situation many availed themselves of the correspondence schools, some of these with a good deal of success. But the difficulties of having a teacher 1,000 miles away, and of waiting a week or more for an answer, direction or correction, which when it did come, they either failed to understand, or had lost interest in the problem, led a number of the men to request Dalhousie to grant them assistance toward attaining higher technical skill.

The Senate received the application, discussed the question, and decided that the best they could do was to open a summer school to be carried on during six weeks, beginning in July.

The first of these schools was opened in Sydney and Glace Bay during the summer of 1903. The next summer the school

was held in Glace Bay alone. The subjects in which instruction was asked for were Chemistry, Coal Mining and Geology.

The experience of these two years showed, (*a*) the men wanted the aid the schools gave, (*b*) the term of six weeks was too short for the amount of work to be done, especially when a number of men were on "night shift," reducing their time to three weeks, (*c*) some of the men found the work a little too advanced for them, owing to their lack of sufficient mathematics.

Having these difficulties in view the whole situation was examined, when it was agreed to reconstruct the course, so as to meet the requirements of the men, opening classes to continue from October to May, with summer classes in surveying, etc., practically to continue the work throughout the greater part of the year, and further to extend the opportunities for instruction to any or all of the young men employed in our industries. All concerned knew that such a step meant an increase of teachers and a larger outlay, but the Alumni came to the help of the College, giving their services as instructors and secretaries for nothing, while the School Boards in the several towns gave the use of the school buildings.

Last winter these schools, on the new basis, were opened in Stellarton, Springhill, Sydney, North Sydney, Sydney Mines. The following returns sent in from the several centres show the success of the work, and also what is very important, the subjects in which the men desired instruction:—

There were enrolled 173 men and 23 teachers.

The classes taken were as follows:—Seventy-four took Arithmetic, Algebra, Practical Mathematics, Mensuration, Mechanics; twenty-two took coal mining; thirty-nine took mechanical drawing; fifty-six took English and English composition; twenty took surveying.

Metallurgy, Chemistry, Geology, and a number of other subjects were provided for, but as it required ten students to form a class, there was not a sufficient number to open.

The fee for each class was placed at five dollars with a reduction to students taking more than one class.

Such was the work the University undertook at the request of the working men. It was pioneer work, and carried with it all the disadvantages of pioneer methods. On the other hand the information gained was valuable. It put the College authorities in a position to understand fully the needs of the hour, confirmed previous opinion, and pointed out the way for future success.

It is admitted everywhere, and by everyone, that we in Canada, if we are to make and keep our place in the industrial world, must inaugurate a system of technical education. Germany has shown us what can be done, and done in a short time. The United States and Britain are following the path Germany has so clearly marked.

In the close competition of the present, the hand and the head must go together. Articles must be produced at the cheapest rate, and still be of the best. To do this education must not only go up, but must also reach away down, for every dollar counts. Colleges are making preparation for higher technical education, but to be successful we must not forget the man with the tool. The outcome of the movement inaugurated by Dalhousie College shows that by combination, that is, by colleges uniting with the manufacturers, and the government aiding to some extent the efforts of both, we can aid our industries in attaining the best results at the cheapest cost. For the present our industries are so scattered, requiring a number of schools, that the expense of continuing the work seems beyond the reach of any one factor. The highest wisdom calls for co-operation. "Beat or be beaten" in the industrial world, depends upon the state of our technical education.

RATES OF WAGES OF RAILWAY CONSTRUCTION LABOUR, CANADA, 1906.*

Locality.	Rate.	Remarks.
Nova Scotia :—		
Sydney	$1.40 per day	For unskilled labour in all employments, Labour very scarce.
Halifax	$1.35–$1.75 per day according to competency	Rates unchanged from 1905. Little work in progress at present.
Amherst	$1.50–$1.75 per day	Little work in progress during past 15 years.
Prince Edward Island :—		
Charlottetown	Labourers $1.40–$1.50 per day and Enginemen $2 and Derrick hands, $1.40–$1.75	
New Brunswick :—		
Moncton	$1.30–$1.50 per day ; dredgemen, $1.75 ; foremen, $1.85–$3.00	Labourers received $1.00–$1.25 last year.
Chatham		No railway construction in progress.
Quebec :—		
Quebec	$1.75 per 10 hrs day for track laying, or $1.15 per day with board	On Transcontinental Railway at La Tuque. Labour scarce
Three Rivers	$1.25, $1.40 and $1.50 per day of 10 hrs is paid. Foremen receive $2.00 per day	
Sherbrooke	$1.35–$1.50 per day	Wages last year were $1.15–$1.25. Rates quoted are paid on extension of Canadian Pacific and Quebec Central Railways.
St. Hyacinthe	$1.50 per day of 10 hrs	
Hull	Track repairers receive $1.50 per day of 10 hrs ; ordinary sectionmen $1.45 per day. Foremen $1.75–$2.25	No railway construction in progress in this district.
Ontario :—		
Ottawa	Track repairers receive $1.50 per day of 10 hrs. ; foremen $2–$2.25	
Belleville	Sectionmen, $1.35–$1.50 per day of 10 hours and foremen, $1.75–$2.00	
Peterborough	$1.50–$1.75 per day of 10 hrs	For track repairs and maintenance.
Toronto	$2.00 per day	For unskilled labour. Rate last year was $1.75.
Niagara Falls	$1.75 per day	For labour employed in grading, etc.
St. Catharines	$1.75–$2.00 per day of 9 hrs	The $2 rate is paid only to first class men, able to handle a scraper, etc.
Hamilton		
Brantford	$1.40 per day for steady work on repairs or maintenance ; $1.75–$2 per day for first class men on heavy construction work	Labour very scarce ; wages 25c.–50c. per day higher than last year. Rates quoted are paid by Grand Trunk Railway Company.
Guelph	$1.50–$1.75 per day	In connection with Guelph to Goderich branch of Canadian Pacific Railway.
Berlin	$1.65 per day	Rate last year was $1.45.
Stratford	$1.50–$2.00 per day for unskilled labour	No railway construction work in progress in vicinity. Rate unchanged from 1905.
Woodstock	$1.50–$2.25 per day	
London	$1.40 per day of 10 hrs	Rate quoted is in connection with elevation of Grand Trunk Railway tracks in vicinity. Italian navies employed almost exclusively. Rate last year was $1.30 per day. Labour is scarce.
St. Thomas	$1.50 per day	Rate higher than last year. Maintenance-of-way men receive $1.30–$1.40 per day.
Chatham	$1.50 per day of 10 hrs	For track repairs. Same rate as last year.
Windsor	$1.40–$1.50 per day of 10 hrs	For track repairs and maintenance.
Sault Ste. Marie	$1.75–$2.00 per day, or $1.50 per day with board	Wages of unskilled labour are 10 p.c. higher than last year.
Port Arthur and Fort William	$1.75–$2.50 per day for labourers	Labour scarce. Rate last year was $1.50–$2.00 per day.

Manitoba :—		
Winnipeg	$2.00-$2.25 per day of 10 hrs., or $55 per month with board.	No uniform rate. Early in season $1.75 was paid, or $26 per month with board, on the understanding that if the labourer remained until the job was finished he would be settled with at $35 per month. Labour exceedingly scarce in August and September. Rate last year was $1.75-$2.
Brandon		Labour very scarce, especially in first half of the month.
Alberta :—		
Calgary	$2.00 per day of 10 hrs	Paid by Canadian Pacific Railway Co.; labour scarce; rate last year was $1.75 per day of 10 hrs.
British Columbia :—		
Nelson	$2.50 per day without board	This rate prevails on operations on the North Fork of Kettle River. There is no railway construction at present in progress in the Kootenay District.
New Westminster	$2.00-$2.25 per day	For white labour only. Rate last year was $1.50-$1.75 per day. Advance due to increase in amount of employment.
Vancouver	$2.50 per day of 9 hrs	On grading work. Rate last year was $2.25 per day of 9 hrs.
Victoria	$1.65 per day of 9 hrs	Rate quoted is that paid by the Canadian Pacific Railway Company on the Esquimault and Nanaimo line, the only construction work proceeding in the district.
Nanaimo	$2.00-$2.50 per day for unskilled labour	No railway construction work in progress in district. Ordinary section work is done by Chinese labour.

* The rates of wages and other matter published in this table are based on information forwarded to the Department during September by the correspondents to the *Labour Gazette* resident in the several cities of the Dominion. The returns relate in each case to conditions current during the month in the district adjacent to the locality mentioned.

RATES OF WAGES OF RAILWAY CONSTRUCTION LABOUR, CANADA, 1906.

IN view of the active demand during the present autumn for workmen in connection with the extensive railway construction operations in progress in Canada, and of the important effect of the same on the general market for labour, a table is published on the opposite page setting forth the current rates of wages and other conditions prevailing among this class of employees throughout the Dominion. In addition to this material, which was furnished during September by the correspondents to the *Labour Gazette*, the Department obtained from the contractors having work in connection with the building of the National Transcontinental line, statements of the wages paid, during the past month, for the more important classes in their employ. These rates, classified according to provinces, were as follows:—

Quebec—

Foremen	$3.00 per day.
Labourers	1.50 "
Carpenters	2.25 "
Blacksmiths	3.00 "
Horse and Cart	2.00 "
Team	4.00 "

Ontario—

Rock Foreman	$60-75 per month and board
Cooks	60-75 " "
Cookees	30-40 " "
Blacksmiths	60-75 " "
Blacksmiths helpers	35-50 " "
Teamsters	30-40 " "
Stationary Engineers	50-60 " "
Steam drill operator	60 " "
Rock drillers	$2.25 per day.*
Labourers	1.75-2.00 per day.*

*Manitoba**—*

Labourers	$30-35 per month and board
Teamsters §	30-35 " "
Foremen	65-100 " "
Sub-Foremen	50-65 " "
Cooks	50-75 " "
Blacksmiths	50-75 " "
Bridge Carpenters	2.50-4.00 per day.‡

Saskatchewan—

Steam shovel engineer	$125 per month.
Steam shovel crapeman	90 "
Steam shovel pit labourers	1.75 per day of 9 hours
Carpenters	3.00 " "
Gang foreman	60-70 per month & board
Teamsters	25-40 " "

Alberta—

Foreman	$60-75 per month and board
Cooks	60-75 " "
Blacksmiths	50-75 " "
Labourers	2.00 per day.*
Teamsters	30-35 per month and board

* Board is supplied at $4.50 per week.

** It is the practice among some contractors to hire men at a double rate, to take effect on the condition that the men remain on the job throughout the season.

§ As high as $40 per month and board, is paid for this class in special cases.

‡ Rates vary according to ability. Board is supplied for $4.00 per week.

THE TRADES AND LABOUR CONGRESS OF CANADA-TWENTY-SECOND ANNUAL CONVENTION.

THE Twenty-Second Annual Convention of the Trades and Labour Congress of Canada was opened at Victoria, B.C., on Monday, September 17, 1906, this being the first convention of the Congress held in the province of British Columbia. An address of welcome was delivered by Mr. G. F. Gray, President of the Victoria Trades and Labour Congress, on behalf of the labour organizations of the city. The greetings of the province were extended by the Honourable Richard McBride, Premier of British Columbia. The Honourable William Templeman, Minister of Inland Revenue, also welcomed the delegates, as the city's representative in the Canadian Parliament. Mr. F. A. Pauline, vice-president of the Victoria Board of Trade, addressed the meeting, and Mr. C. O. Young of Olympia, Wash., extended fraternal greetings from the State Federation of Labor, Washington. The address of welcome on behalf of the municipality of Victoria was delivered by His Worship Mayor A. J. Morley. Mr. Alphonse Verville, M.P., of Montreal, Que., President of the Congress, replied to the various addresses and extended the thanks of the Congress.

Delegates present.

The report of the Credential Committee showed that there were 92 delegates entitled to seats, of which 25 represented 12 Trades and Labour Councils, and 66 represented 60 trade unions, with one fraternal delegate from the American Federation of Labour. According to localities the representation was as follows:—Montreal, Que., 4 delegates; Ottawa, Ont., 3; Toronto, Ont., 10; Hamilton, Ont., 4; Sarnia, Ont., 1; Winnipeg, Man., 8; Moosejaw, Sask., 1; Calgary, Alta., 3; Edmonton, Alta., 5; Lethbridge, Alta., 1; Ashcroft, B.C., 1; Fernie, B.C., 1; Duncan, B.C., 1; Nelson, B.C., 2; Revelstoke, B.C., 1; Savonas, B.C., 1; Vancouver, B.C., 23; Victoria, B.C., 22.

Report of the Executive Committee.

The report of the Executive Committee referred in opening to the success of the Labour Party in Great Britain, and the election of Mr. Alphonse Verville, President of the Congress, to the House of Commons, Canada. Reference was also made to the pronouncement of Mr. Samuel Gompers, president of the American Federation of Labour, in favour of independent political action on the part of labour.

In referring to *international relations,* it was pointed out that while some success had been achieved in having Canadian local unions affiliated with the Congress from International headquarters, much remained to be accomplished. It was recommended that representations should be made to the American Federation of Labour for further assistance in this connection from that body.

In reference to *prison labour,* the executive committee informed the Congress that the Ontario Government had entered into a new contract for the employment of prisoners at Central Prison, the reason given for the government's action being that no protest had been received from organized labour against the same. It was stated that the manufacturers had entered active opposition to the system, and that co-operative and active efforts should be made to put an end to it.

Mention was made of the retirement of Sir William Mulock, first *Minister of Labour* in Canada, from active service. The report stated that during Sir William Mulock's tenure of the office he had proved to the satisfaction and gratification of the working people, his sincere interest in them. The Congress was urged to express by resolution its regret at his retirement.

The strike of the members of the International Typographical Unions for an *8-hour day* was referred to. It was stated that the success of the printers ensued to the benefit of every trade. Condemnation was expressed of the action of the Winnipeg Employing Printers in bringing English printers to Canada, under false representations, to act as strike-breakers.

The action of the executive in issuing a circular to affiliated bodies asking for the dismissal of the Canadian *Commissioner of Immigration* in Great Britain, was referred to.

The reversing, by the Privy Council, of Mr. Justice Anglin's decision under the *Alien Labour Act,* was recorded, whereby the power of the Dominion Government to deport aliens was confirmed. In this connection the committee stated that representations should be made to the Government that effective use of the Alien Labour Law could be made only through the services of the Government's Alien Labour Officer, and that the Government should be urged to take action from time to time through this officer, as originally intended. Also, that necessary amendments be made to nullify the effect of recent legal decisions under the act.

The committee stated that the evil of government by *injunction* has become so great that the strongest efforts should be made to secure anti-injunction legislation.

In reference to *technical education,* it was stated that combined efforts are being made by the Congress and the Canadian Manufacturers' Association to induce the Dominion Government to take up the question. Reference was made to the establishment of a new technical school in the city of Toronto, and the labour organizations of that place were congratulated upon the result of their efforts in this direction.

With regard to *Senate reform,* it was stated that the Congress should re-affirm its attitude with respect to the abolition of the Senate.

The action of the executive in endeavouring to have the privileges of the mails restored to the "Appeal to Reason" was recorded, and the efforts made to have representatives from the British Labour Party attend the Congress referred to.

The importation of *Japanese* and *Hindus* into Canada, more particularly into British Columbia, was deplored by the committee, and the recommendation made that some effective restriction, similar to that against the entry of Chinese, should be adopted.

The report closed with references to the passage of the *Sunday Observance Law* and the great need of additional organizers by the Congress.

The committee to which the above report was referred, concurred in the various suggestions made, and recommended that the solicitor of the Congress be requested to draft the necessary amendments to the Alien Labour Act, and the proposed anti-injunction legislation, and that Mr. A. Verville, M.P., be asked to introduce the same in the House of Commons. The executive was also instructed to take the necessary steps in regard to technical education. In reference to Japanese and Hindu immigration, the committee recommended the passage of a law similar to the Natal Act.

Reports of the Provincial Executive Committees.

Ontario.—The executive committee of the province of Ontario reported that on the 8th of December, 1905, the committee waited on the legislature and presented the following matters for consideration:—

The prohibition of the employment of children under fourteen years of age in offices, stores, canning factories and other places not covered by the Factories Act.

The providing of an aisle or passage way in open street cars.

A proposal to make it compulsory for stationary engineers to hold certificates.

The equalization of the tax rate on vacant plots of land in cities.

The prohibiting of officers of the Crown acting for the Government and private corporations at one and the same time.

The functions of the Ontario Labour Bureau.

The removing of old wall coverings.

The committee stated that of the resolutions presented two were favourably acted upon, viz.: those referring to centre aisles in street cars and certificates for stationary engineers.

The action of the Ontario Government in letting a contract for the manufacture of woodenware in the Central Prison was recorded, and the Congress was informed that a deputation from the Toronto Dis-

trict Labour Council along with a number of woodenware manufacturers of Ontario waited on the Provincial Secretary and entered a protest against the contract. The delegates were informed that the agreement would have to continue for the period for which it was made, viz., five years.

The report closed with a reference to the Ontario Labour Bureau, the statement being made that the Government had not given it encouragement or assistance.

The committee in reporting on the above recommended to the executive committee for Ontario that an effort be made to have the Provincial Labour Bureau placed on a better working basis, and condemned the action of the Ontario Government in having entered into another prison-labour contract.

Quebec.—After referring to the death of one of the members of the committee, the report of the Quebec committee stated that in conformity with the resolution of the Congress *re* the formation of an independent labour party, Mr. Alphonse Verville had been elected as a member of the House of Commons for Maisonneuve, and that their success in this case had prompted them to put forward another labour candidate for the present vacancy in St. Mary's division of Montreal. In February last the committee had an interview with the local government and submitted the following subjects for consideration.

Sanitary by-laws for cities. This was referred to the Board of Health.

Measures against tuberculosis. This matter will be reported upon by the Medical Congress.

Uniformity in text books. A proposition has been submitted to the Montreal School Board.

The demand for the certification of engineers has been favourably considered, and the matter is now dealt with in the provincial regulations.

In regard to the lighting of workshops, redress was promised, but no orders have been given to the factory inspectors.

Concerning imprisonment for non-payment of wages, the Government was reported as being opposed to such a measure, as well as to the incorporation of trade unions.

With reference to employment bureaus, the Government was stated to be of the opinion that there are enough for the present; the question of taxing religious institutions has not yet been decided upon.

The demand for an organizer who can speak both English and French was renewed, and it was recommended that an appropriation for this purpose be made.

Concurrence in the Quebec report was recommended; appointment of an organizer was referred to the general executive.

Manitoba.—The executive committee for the province of Manitoba reported on the various matters which had been referred to it at the last convention. The questions submitted to the Local Legislature had not been enacted into law.

Reference was made to the issuance of injunctions in connection with certain industrial disputes in the city of Winnipeg, and also to the contest for an eight-hour day between the International Typographical Union and the United Typothetae of America. Regarding the latter subject, the report contained the following statement:—

"The local Typothetæ secured the active and financial assistance of the national body. It despatched an agent to Great Britain with power to hire and transport printers to Winnipeg. During the past winter many men arrived through this agency. It soon developed that they had been induced to leave home by misrepresentation and suppression of facts. The Colonial Office took the matter up, and at its instance an investigation was made through the Canadian Labour Department. As a result of this investigation, parliament at its last session passed an act making it an offence to encourage or deter immigrants by false representation, and a resolution was adopted by parliament recommending that the British Parliament pass similar legislation."

After referring to the presence of the militia on the streets of Winnipeg in connection with the strike of the street railway employees, and recommending an amendment to the Militia Act, the committee reported regarding the agreement made with the Congress to place an organizer in the West, and closed by pointing out the need for a permanent organizing policy in that section of the Dominion.

The report was concurred in.

New Brunswick.—The report of the executive committee for New Brunswick stated that the condition of organized lab-

our was not good, and that in two strikes which had occurred the men were unsuccessful. Apathy on the part of the International Unions in the Trades and Labour Council was also reported.

The meagreness of the report from New Brunswick was mentioned by the committee to whom it was referred for consideration.

Nova Scotia.—By the executive of this province it was reported that organized labour during the past year had made considerable progress. The strike of the Journeymen Tailors of Halifax in connection with their new bill of prices, in which they were successful, was recorded, with the fact that plumbers, bricklayers and masons at the same point, had secured an increase in wages.

The committee reported concurrence in the Nova Scotia report, and stated that while no report had been presented from *British Columbia,* it understood that the condition of organized labour in that province was satisfactory.

Report of Fraternal Delegate to the American Federation of Labour.

The fraternal delegate from the Congress to the convention of the American Federation of Labour held at Pittsburg, Pa., in November, 1905, presented his report. Among other matters referred to, it was stated that neither of the Canadian cities (Montreal and Toronto) which had been put in nomination for the next convention had been selected. It was strongly advised and concurred in that another effort be made to have the convention held in Canada.

Report of Parliamentary Solicitor.

The report of the parliamentary solicitor of the Congress, Mr. John G. O'Donoghue, of Toronto, Ont., dealing with the work done during the last session of the House of Commons, stated that on various occasions matters of first importance to organized labour occupied the time of parliament. The first matter dealt with in the report had reference to relations of the Canadian Commissioner of Emigration in Great Britain with Louis Leopold. The action of the executive committee in demanding the removal of the commissioner from office was explained, and the information given that he had been transfered to another branch of the service. Regarding the Lord's Day bill, the solicitor stated that, in accordance with the policy of the Congress, the bill was given a general support. After quoting the text of the law, the opinion was expressed that the measure involved a very important principle, and that from a workingman's standpoint, its adoption was of benefit. The facts in connection with the petition to the King from certain English printers complaining that they had been induced to come from England to Winnipeg under false representations, were given. The case, it was stated, had been investigated by the Deputy Minister of Labour, who in his report on the matter condemned the methods which had been employed, and recommended the passage of an Act in Great Britain similar to the one passed by the Dominion Parliament dealing with false representations in Canada to induce immigration. This recommendation had been approved, and a resolution to the proper effect passed by the House of Commons. Other subjects dealt with in the solicitor's report were:—Steamboat inspection; the employment of civil servants on outside work; the presence of North-west Mounted Police in connection with the miners' strike at Lethbridge, Alta.; the wages of Government stonecutters on the Rideau Canal; the poll-tax on Chinese; the wages of plasterers on Government buildings in Winnipeg; the deportation of aliens; labour statistics; the mail privileges of "The Appeal to Reason"; technical schools; industrial and co-operative societies; Senate reform; the wages of workmen employed on the construction of the Grand Trunk Pacific Railway; pensions to I.C.R. employees; amendment of the Railway Act; immigration; and public ownership.

The report of the solicitor was read and considered in secret session, after which it was adopted.

Secretary-Treasurer's Report.

The Secretary-Treasurer, Mr. P. M. Draper, Ottawa, Ont., submitted a report

dealing with the financial affairs of the Congress, together with a statement of the organization work accomplished and the number of charters issued, which showed that both the revenue and the membership of the Congress had largely increased. The following table shows total receipts and expenditures for the year 1905-06:—

Balance on hand Sept. 20th, 1905	698.93
Receipts from per capita tax, charters and supplies	4,445.77
American Federation of Labour grant	500.00
Advertising	100.00
Total receipts from all sources	5,744.70
Total expenditure	3,970.08
Balance on hand	1,774.62

As evidence of the growth of the Congress, the subjoined summary of receipts and disbursements during each of the past eight years was presented:—

Year.	Receipts.	Expenditure.
1899	$ 611.71	$ 547.95
1900	828.45	618.79
1901	1,009.88	908.00
1902	2,342.41	1.795.57
1903	3,858.34	3,363.38
1904	3,747.96	3,346 29
1905	4,700.29	4,001.36
1906	5,747.40	3,970.08

The following table shows the number of unions affiliated with the Congress, together with the membership and revenue received:—

	Number of Unions.	Membership.	Amount.
Ontario	123	10,621	1,847.03
Quebec	28	2,415	403.29
Manitoba, Alberta, Saskachewan and British Columbia	78	7,729	1 124.54
New Brunswick, Nova Scotia and Prince Edward Island	12	617	121.77
Affiliations from headquarters:—			
International Brotherhood of Maintenance of Way Employees of America	97	2,200	396.00
Journeymen Tailor's Union of America	41	1,000	180.00
Paving cutters Union of United States and Canada	3	60	10.80
International Brotherhood of Bookbinders	10	80	7.20
United Association of Journeymen Plumbers, Gas Fitters and Steam Fitters' Helpers	21	1,001	180.18
International Typographical Union	35	1,944	174.96
	448	27,667	$4,445.77

Report of Western Organizer.

The recently appointed organizer for the Western provinces, gave a detailed account of the places which he had visited and the conditions which he found to prevail. The report showed that through the efforts of the organizer a number of unions with an aggregate membership of over 3,500 had been brought into affiliation from the territory lying between Manitoba and British Columbia. To this total the United Mine Workers of America contributed 2,500 members. Four trades councils were also organized.

Report of Ways and Means Committee.

The committee on Ways and Means recommended that the per capita tax remain as at present, and after providing for customary appropriations, reported on the several resolutions which had been referred to it. In reference to the question of organizers, and the appointment of a representative in Great Britain, the committee recommended that these matters be referred to the executive. This was adopted, as was also an adverse report on a resolution to appoint a paid secretary-treasurer to devote all of his time to the work of the Congress.

Amendment of the Constitution.

It was decided after an animated discussion to amend Section 2, Article 1, of the constitution by inserting the following clause:—

"No charter having once been granted by the Congress shall be revoked except by resolution of the Congress in regular session, except in cases where there has been a contravention of the constitution by the union chartered, when the proper officers shall have power to deal with the matter."

Another change in the constitution was the striking out of Section 5, Article V., which provided for the Hare-Spence System of voting for officers of the Congress.

A resolution to allow representation from Allied Trades Councils was introduced, but was defeated by a vote of 42 to 26.

Tariff Committee.

The report of the committee which was appointed at the last convention of the Congress to wait on the Tariff Commission and present the views of the Congress regarding the tariff was adopted unanimously. The report was an exhaustive one. A copy of the circular letter which was mailed to the affiliated unions was read to the convention, and an outline given of the representations which were laid before the Tariff Commission. The statement was made in the letter that a high tariff was not in the interest of the wage-earning classes and that the present duties on domestic commodities was sufficiently high.

Resolutions adopted.

There were 81 resolutions submitted for consideration, the majority being approved by the Congress, after having been referred to the Committee on Standing Orders and Resolutions. The more important subjects dealt with in these resolutions were as follows:—

Immigration.

The following resolution, as submitted by the committee, was adopted by the Congress with regard to immigration:—

"1. That the organized workmen of Canada desire to see Canada peopled by a free, enlightened, moral, energetic and law abiding class of citizens, and recognize that this can only be done by the influx of immigrants from other countries.

"2. That this influx should be the spontaneous movement of the immigrants themselves, and in this regard we declare against any system of assisted immigration or the granting of bonuses for that purpose.

"3. That while every regard should be had for the welfare of those who seek our shores, that the first consideration should be the welfare of the Canadian people and the betterment of our common country, and that this consideration requires the exclusion of certain nationalities and classes of people who, either by temperament, non-assimilative qualifications, habits, customs or want of any permanent good which their coming brings to us, are not a desirable acquisition to our citizenship.

"4. That amongst the classes that are not desirable acquisitions we include Chinamen, Hindus and all other Asiatic peoples.

"5. That while the Canadian government has, by the imposition of a $500 poll tax, given its endorsation to our views so far as the Chinese are concerned, we desire to say that an impartial investigation by officials of the government would disclose the fact that the vast majority of the Hindus now arriving in Canada, are by reason of disease, absolutely unfitted to be allowed into this country, and that by reason of practices obtaining among Hindus as a people they should be altogether excluded from Canada, apart from the fact that their presence among us must necessarily tend to lower the standard of living among the working elements of Canada."

The committee, in addition, recommended that the incoming executive take up with the Dominion Government all the matters contained in the resolution. With regard to Chinese immigration, a resolution was passed referring to the effect of the immigration of Chinese on Canadian laundry workers, deprecating any action on the part of the Canadian Government to reduce the tax on Chinese coming into the country, and recommending that the tax be increased from $500 to $1,000 per capita.

Department of Labour.

The following resolution commending the work of the Department of Labour, Canada, and asking for the creation of a separate portfolio for a minister of labour, was unanimously adopted:—

"That this congress is pleased to express its approval of the action of the Canadian government in establishing a department of labour, and also its recognition of the work accomplished by the department in the interests of the industrial classes in Canada, during the six years of its existence. The congress is, however, of the opinion, that while it may have been expedient, pending such time as the organization of the department was being affected and its position established, to assign the portfolio of minister of Labour to a member of the government holding another portfolio the time has come when both because of the increasing extent and importance of the work of the department, as well as to secure a fuller representation of the views and needs of the industrial classes in the government of the country, the department of labour should be represented by a minister of labour whose duties will be confined to the interests of that department, and this congress is of the opinion that the creation of a separate portfolio of minister of labour would receive the hearty endorsation of the working classes of Canada from one end of the Dominion to the other.

"And that the confidence of working people in the administration of the department can best be retained by the appointment of working men to positions in the department.

"That a copy of this resolution be forwarded to the Right Honorable Sir Wilfrid Laurier, Prime Minister of Canada."

With reference to the *Labour Gazette*, a resolution was passed instructing the executive committee to request that in all statements published concerning the continuance or termination of trade disputes full details be given, it being stated that the omission of detailed information had in some instances been inimical to labour organizations engaged in industrial disputes.

Ontario Labour Bureau.

With reference to the resignation of Mr. Robert Glockling, secretary of the Ontario Labour Bureau, and the reasons as-

signed therefor, a resolution was passed expressing the regret of the Congress, and its appreciation of the manner in which the duties of the position had been discharged by Mr. Glockling. Any action on the part of the Government of Ontario to ignore or destroy the usefulness of the bureau, it was stated, could not but be regarded by the Congress as unfriendly to the best interests of the working classes. Every effort, it was further stated, should have been made by the Government to enlarge the functions and further the usefulness of the bureau.

False Representations to Workmen in Great Britain.

The following resolution in reference to false representations to workmen in Great Britain in order to induce them to come to Canada, was approved:—

"Whereas, owing to the illegal and misleading advertisements appearing almost daily in the newspapers of England and Scotland, and of which the following clipping appearing in Lloyd's Weekly News of August 19, 1906, is one: 'Canada—Artisans of all kinds wanted: special message, 100 first class plumbers, 2s. hour, no strike, regular work, send stamp. King, Haymarket, Norwich.' And whereas many unemployed of those counties answer these advertisements. And whereas Winnipeg is the only city in Canada paying the above rate of wages, and in need of any such number of plumbers. And whereas the undersigned believe that the above is published solely and wholly for the benefit of the master plumbers of Winnipeg, to aid and assist them in procuring plumbers to break the plumbers' strike in this city, and is contrary to the laws of the land. And whereas the undersigned requested the Trades and Labour Congress of Canada to use their best efforts in behalf of the union men of Canada with the members of parliament and others, to enact such laws and have them enforced, and if there be such laws, to see that they are enforced and used in the prevention of such acts." (Signed by Plumbers' Union No. 62, Winnipeg.)

In connection with the above resolution the president of the Congress made a statement regarding the sending of Mr. W. L. Mackenzie King, Deputy Minister of Labour by the Canadian Government to Great Britain in order to bring before the British authorities the necessity of having legislation enacted similar to the Canadian Act regarding false representations to induce workingmen to emigrate to this country. A resolution expressing approval of the action of the Dominion Government in requesting the Imperial Government to pass legislation to prevent the misrepresentation of conditions in Canada was also favourably considered. While the matter was before the convention the secretary read the correspondence which had passed between the executive committee and the Minister of Labour on the subject of sending the Deputy Minister of Labour to Great Britain.

Proposed Amendment of Alien Labour Law.

The following resolution with reference to the alien labour act was approved and left in the hands of the executive to bring to the attention of the proper authorities:

"That the executive of the Trades and Labour Congress request the Hon. the Minister of Labour to so amend the consolidation of the Alien Labour acts as to provide for the appointment of a commissioner of labour for each province whose duties shall be in part, to investigate all properly laid complaints under the act and to prosecute for infractions committed against the same, on behalf of the department of labour, where, in his opinion, the circumstances justify such action. The authority of the commissioner to prosecute not to bar private parties from entering action when the commissioner declines to prosecute"

Weekly Pay Day.

On the subject of a weekly pay day the following resolution was unanimously adopted:

"Resolved, that this Congress is of the opinion that a weekly system of wages payment in currency would be most beneficial to workers. Therefore, be it further resolved, that this Council favour legislation that would compel corporations and employers of labour to pay weekly and in currency."

The Eight-Hour Day.

Four resolutions on the subject of an eight-hour day were introduced and adopted. One of these asked for legislation while three sought to have the system adopted on certain government work. The resolutions were:

"Since some of the various crafts comprising this Congress are working only eight hours per day six days in a week, there are many less fortunate who can not secure such conditions unless the same be made a law and placed on our statute books. And for this reason we desire at this time to offer the following resolution:

"That this Congress in session declare as was done in Liverpool, England, a short time since, for an eight hour a day law; and that the same be brought before the next session of both Dominion and Provincial houses asking them to enact legislation to this end and thus making it compulsory.

"That this Congress urge on the federal government to put in force the eight hour day on all boiler repairs and shipbuilders' work on government steamboats in the province being done by contract or otherwise.

"Whereas the Shipwrights' and Caulkers' Association of the ports of Victoria and Esquimalt desire that the Congress will urge the Dominion government to grant an eight-hour day on all government ship work, wood or iron.

"That this Trades and Labour Congress of Canada use its best endeavours and influence to secure an eight hour working day on all Dominion and provincial government work, whether it be by contract or day labour."

Technical Education.

On the subject of technical education the following resolution was adopted without dissent:—

"That, inasmuch as the natural resources of Canada—in its rivers, in its forests and in its farm lands—are of immeasurable extent and commercial value, and are urgently calling for the best and most approved means of development and utilization; and

"Whereas the present methods of production require further scientific stimulus—more especially in the mechanical branches—of a broadly national character, through a proper and special educational system; be it

"Resolved, that this Trades and Labour Congress of Canada places itself on record as in favour of the establishment of industrial technical schools throughout the Dominion, and it is hereby an imperative instruction to the executive of this body to use its best efforts, at an early date, in urging the importance of the subject upon the serious attention of the Dominion with a view to the establishment of such a system of special education throughout Canada."

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Independent Political Action.

On the subject of political action on the part of the congress, seven resolutions were introduced, all of which were referred to the committee on resolutions. On the report being presented it was stated that the proposition which commended itself most favourably to the committee, and which was recommended for acceptance, was as follows:—

"1. That this congress endorse the idea of sending representatives of labour to parliament and to the local legislatures for the direct purpose of conserving the interests of the working people of this country.

2. That such action as may be necessary to attain this object shall be independent of this congress.

3. That the platform of principles of this congress be recommended as the platform to be adopted by those engaged in this independent effort.

4. That immediately upon the adjournment of this convention the provincial executives of this congress take the preliminary steps to summon a convention of the trade unionists of their respective provinces, and those in sympathy with organized labour, for the purpose of forming the necessary association to carry on thereafter the work of electing labour men.

5. That upon such conventions being summoned and convened the functions of the provincial executives in this regard shall cease."

The committee in addition recommended that the constitution of the Canadian Labour Party of Quebec be adopted.

Amongst the seven original resolutions regarding political action was one asking for the endorsation by the congress of the principles and programme of the Socialist Party of Canada. An effort was made to have this placed before the convention for a straight pronouncement, but the motion was defeated by a vote of 21 in favour to 49 against.

The adopting of the constitution of the Canadian Labour Party of Quebec as above was debated at length, but was approved by a vote of 68 to 7.

Miscellaneous.

The following resolutions of a miscellaneous character were approved by the Congress:

Indorsing Mr. Joseph Ainey of Montreal as labour candidate for the House of Commons, representing St. Mary's division.

Indorsing the Blue Label of the Cigarmakers' International Union.

Indorsing the label of the International Typographical Union.

To request the Postmaster-General to take steps to bring the duties of postal employees within the eight-hour limit in accordance with the law governing such employees.

Expressing sympathy with the iron moulders of London and Toronto who are on strike.

Asking for better conditions and an increase in the salaries of letter carriers.

Asking that Congress take some action towards getting the British Trades Congress to bring its influence to bear upon the Amalgamated Society of Engineers to come to some understanding with the International Association of Machinists of America to prevent, in future, any more of the unfortunate occurrences that have happened in the past.

Against the action of the American Federation of Labour in issuing a charter to the steamfitters on the ground that this is a dual organization, and urging Congress to use its efforts to have the charter revoked.

Asking that the fair wage officers of the Dominion Government be given power to examine the books of firms having government contracts, wherever there may be a suspicion that the fair wage clause is being violated.

In favour of asking the American Federation of Labour to endeavour to unite the several organizations of labourers at present operating in Canada and the United States.

In favour of Workmen's Compensation Acts.

Asking that all extension of armaments cease and the present military forces be gradually disbanded and international arbitration substituted.

Against immigration schemes of supposed benevolent promoters in the British Isles.

Asking the Dominion Government to secure information re the working of government fire and life insurance in other countries.

Against the appointment of Hon. James Dunsmuir to the lieutenant-governorship of British Columbia.

Approving of the general principle of the Lord's Day Act passed at last session of Parliament, but condemning any attempt on the part of any class to secure exemption from its provisions, and asking that sub-section 2, section 4, of the Act be repealed.

Asking that all electric transmission lines be covered.

Asking that all government work as far as possible be done in Canada.

Commending the position taken by Mr. Alf. Jury in the recent investigation into the operations of the Canadian Commissioner of emigration in Great Britain.

In favour of the merit system in the civil service.

Depreciating the use of the Royal Northwest Mounted Police in industrial disputes where there has been no lawlessness or destruction of property.

Expressing confidence in Messrs. W. D. Haywood, Chas. H. Moyer and J. Pettibone, officers of the Western Federation of Miners.

Asking for the repeal of laws requiring deposit by candidates for public office.

In favour of free employment bureaus in all provinces.

Advocating the insertion of fair wage clause in all provincial government contracts.

Indorsing the formation of provincial union label league in British Columbia.

Approving of legislation requiring a centre aisle in all street cars.

Indorsing the protest of the London Trades and Labour Council against the decision of the Ontario Municipal and Railroad Board in the recent strike of the employees of the London Street Railway.

In favour of the enforcement of laws imposing restrictions upon corporations which are the recipients of grants of public lands, and asking that public lands be granted to bona fide settlers only, and that the lands of all settlers who fail to conform to their agreements shall be confiscated and taken over by the government.

Cheaper Text Books.

A deputation from the Allied Printing Trades Council of Vancouver was received at one of the sessions of the Congress re the printing and supplying of school text books by the Provincial Government. It was urged that the same should be sold to the people at the cost of production. The delegates were supplied with copies of a memorial setting forth the efforts of the Vancouver Trades and Labour Council, and the Vancouver Allied Printing Trades Council since 1900 in this connection, including various resolutions presented to the local legislature, in which it was asked that a commission be appointed to inquire into the whole matter of providing cheaper and better school text books for the children of British Columbia. The deputation asked that the Congress endorse the action of the Vancouver Allied Printing Trades Council. Upon motion the request was granted unanimously.

Claims of the Cowichan Indians.

The President of the Federal Labour Union of Duncans, B.C., Mr. J. Elliott, the only Indian representative in attendance, addressed the convention on certain matters which his union, composed of Cowichan Indians, desired to lay before the delegates. He claimed that when Indians could read and write in the English language they should be permitted to vote. Mr. Elliott also referred to the need of Indians obtaining certificates as pilots on steamboats and the small amount of land in the Cowichan reserve. A special committee was appointed to confer with Mr. Elliott regarding the claims of the Cowichan Indians, and as a result

the following resolution was prepared, presented to Congress and concurred in:—

Resolved, that this Congress is of the opinion that the claims of the Cowichan Indians are worthy of further investigation by the Government of Canada, and that these should not only be justly but generously dealt with, and also that favourable consideration should be given to the claims of these Indians to the right of exercising the franchise.

To Assist the Sheet Metal Workers.

The special committee charged with the investigation of the case now before the courts in re The Metallic Roofing Company of Canada vs. local union No. 30 of the Sheet Metal Workers of Toronto, reported in favour of a special assessment of 10 cents per capita on the membership of affiliated unions. It was pointed out, however, that the Congress had not the power of making such a levy. The Solicitor of the Congress explained the case and gave an account of the Company's cause of action, stating that damages to the amount of $7,500 had been obtained against the union. If the judgment were allowed to stand it would affect unions all over the Dominion, and it was very important to have the case settled and the principles involved finally determined, for which reason it should be carried to the Privy Council.

In amendment to the Committee's report the following resolution was indorsed: "That this Congress heartily indorse the efforts of the sheet metal workers to secure a decision of the Privy Council in the suit of the Metallic Roofing Company of Toronto against local union No. 30, and that the executive be instructed to take the most effective means available to aid the sheet metal workers financially."

Fraternal Greeting from A. F. of L.

During one of the sessions of the Congress Mr. T. A. Rickert of New York, general president of the United Garment Workers of America, and fraternal delegate from the American Federation of Labour, delivered an address in which he conveyed greetings from the latter organization, representing over two and a half million of wage earners in the United States. The reply to the address was made by the vice-president of the Congress, after which a presentation was made to Mr. Rickert.

Election of Officers.

The election of officers resulted as follows:—

President—Alphonse Verville, M.P., Montreal, Que.

Vice-President—James C. Simpson, Toronto, Ont.

Secretary-Treasurer—P. M. Draper, Ottawa, Ont.

Provincial Executive Committee.

British Columbia—

G. F. Gray, Victoria, B.C., vice-president; H. Dutton, Vancouver; F. H. Sherman, Fernie, B.C.; A. G. Perry, Vancouver.

Alberta—

A. Henderson, Calgary, vice-president; S. A. B. Crabb, Lethbridge; H. Nash and J. Kinney, Edmonton.

Saskatchewan—

James Somerville, Moosejaw, vice-president; E. J. Stevenson, Moosejaw; J. M. Norris and F. S. Reid, Regina.

Manitoba—

J. F. Grassick, Winnipeg, vice-president; L. J. Walker, W. H. Popham and — Noble, Winnipeg.

Ontario—

Walter Rallo, Hamilton, vice-president; John Barnett, Toronto; Edgar Empey, Ottawa; Joseph T. Marks, London.

Quebec—

Gus Francq, Montreal, vice-president; A. Anderson and F. A. Robert, Montreal; Frank Petitclerc, Quebec.

Nova Scotia—

Ira G. Mason, Halifax, vice-president; Philip Ring, W. J. Croke and Mr. M. J. Theakston, Halifax.

The appointment of the executive committees for the provinces of New Brunswick and Prince Edward Island was referred to the general executive.

Fraternal delegate—Samuel Landers, Hamilton, Ont.

Winnipeg, Man., was selected as the next place of meeting.

THE NATIONAL TRADES AND LABOUR CONGRESS OF CANADA—FOURTH ANNUAL CONVENTION.

THE fourth annual meeting of the National Trades and Labour Congress of Canada convened at St. John, N.B., on Wednesday, September 12.

Addresses of welcome were presented by His Worship the Mayor of St. John, and by several aldermen and other prominent citizens. The president of the Congress, Mr. John E. Mee, after thanking the mayor for his address, declared the convention opened.

The president announced the different committees, on credentials, rules and order, ways and means, resolutions, president's address, audit, and thanks.

Delegate J. B. St. Laurent was appointed French secretary during the session.

Representation of Unions by Delegates.

Credentials were received and accepted from 55 delegates, representing 34 National Unions. It was stated that 112 delegates were entitled to attend.

Address of the President.

In his annual address to the Congress, the President referred in opening to the progress made by the Congress during the past year, and the importance of the present meeting. The Congress, he stated, formed the nucleus of a National Federation of Canadian workingmen, destined to do away with petty jealousies. The object of the members of the Congress, as trade unionists, was stated to be the distribution of the wealth which labour assisted in creating, with justice to themselves, their employers and the public. Reference was made to the representations of the executive committee during the past year to the Dominion Government, and to the action of the executive in opposition to the enactment of the Lord's Day Act. A careful revision of the constitution of the Congress was recommended, and the creation of a permanent legislative committee advised, the committee to have power to bring to the attention of the government matters which are of interest to the working people of Canada, and to interview candidates for election to parliament at least one month prior to the holding of the election, and report thereon so that workpeople might be able to vote intelligently. The work of organization, it was stated, had been hampered through lack of funds, and had been confined to correspondence. The careful consideration of the delegates was invited to the question of increasing the revenues of the Congress. The creation of a provincial organizer in each province was also urged, with power to appoint deputy organizers within the province, by and with the consent of the president of the Congress. In this connection the necessity of creating a permanent organization fund was pointed out.

A resolution was passed endorsing the remarks contained in the address of the president.

Report of the Executive Commitee.

In the report of the executive committee, reference was made to the action of the committee, in accordance with the resolution passed at the 1905 meeting of the Congress, in waiting upon the Tariff Commission during November, 1905, and presenting the views of the Congress with regard to tariff adjustment. The interview of the committee with the Right Hon. the Prime Minister of Canada, for the purpose of presenting various resolutions passed by the Congress, was also referred to. The attitude of the American Federation of Labour toward the National Trades and Labour Congress was dealt with, and the statement made that the latter was at present composed of over fifty organizations having a membership of over twenty thousand. Eight organizations, it was stated, had been added to the Congress during the past year, representing an increase of eight hundred in the membership. The visit of Mr. J. Ramsay MacDonald, M.P., of the British House of Commons, to Canada was referred to. In conclusion the report made reference to the need of funds for organization pur-

poses, and expressed satisfaction with the foundation work that had been accomplished.

Report of the Executive Committee for the Province of Quebec.

The report of the executive committee for the Province of Quebec stated that during the past year many new unions had joined the national organization. Among these were the Leather Workers' Union of Quebec; the Union of Mechanical Engineers, Quebec; the Union of Electric Tramways Employees, Quebec; the Ship Labourers and Longshoremen's Union of Levis district; all of which had previously belonged to the American Federation of Labour. Other unions which had received charters during the past year were No. 1 Union of Upholsterers, Montreal; a Textile Workers' Union, Montreal; a Local Union of Leather Cutters, Montreal; Electric Tramway Employees' Union, No. 2, Levis. Besides these a considerable number of applications for admission were stated to be under consideration by the executive. Numerous labour troubles were reported as having been settled by the joint efforts of the executive and the central conciliation committee. The report also spoke of the solidarity of the workers of Quebec. Since the last meeting of the Congress they had been able to elect Dr. C. A. Coté to the legislature, and their first president, Omer Brunet, to the Quebec city council. The work of the conciliation committee of the Quebec Trades Council was commended, and other trades and labour organizations were urged to appoint similar bodies. The committees of the longshore workers and the Ship Labourers' Benevolent Society were also mentioned in the report as having prevented many labour disputes.

Report of Special Organizer for New Brunswick.

The report of the special organizer for the province of New Brunswick stated that in August, 1904, a local union of painters, decorators and paperhangers had been formed at St. John, N.B., with a charter membership of about twenty-five. At present this union has a membership of seventy-seven. In December, 1905, Tinsmith's Union No. 1, of St. John, was organized with a charter membership of nineteen, which had since increased to about forty.

Report of Ways and Means Committee.

The committee on Ways and Means recommended as follows:—

That all National Unions be urged to pay a per capita tax of 20 cents, instead of 18 cents, as formerly, in order to meet more adequately the needs of the Congress.

That a referendum be made before the next annual convention in order to record the opinion of the National Unions towards the raising of a special fund for organizing purposes, and that a report be presented at the next session of the Congress.

That the same salary be paid to the secretary treasurer of the Congress, and that the sum of $10.00 be voted to the French secretary.

That 1,000 copies of the proceedings of the Congress be printed and distributed during the three months following the convention—500 copies to be printed in English and 500 in French.

All of these recommendations were adopted.

Report of Treasurer.

Receipts during the year were reported as follows:—

Per capita tax	$361.16
Charters issued	30.00
Constitutions sold	2.50
Seals	5.00
Rituals	1.00
Total	399.66

Expenses were as follows:—

General	228.69
Paid to Sec. Treas. balance due on his salary for previous year	18.40
Paid to Sec. Treas. on account on his salary for the present year	122.57
	399.66
Balance due to Sec. Treas.	57.43

Amendments to the Constitution.

The following amendments to the constitution were recommended by the committee on Rules and Order, and adopted

by the Congress, with instruction that the work of revision be continued during recess:—

Article IV.—Section 1, was amended to read as follows:—"The revenue of the Congress shall be met by a per capita tax as follows:—National Trades and Labour Councils and District Assemblies of the K. of L., 35 cents per year; National Trades and Local Assemblies of the K. of L., 20 cents per year."

The last mentioned bodies previously paid 18 cents per year.

Article VI., defining the duties of officers was amended as follows:—

"Section 1.—The President shall preside at all meetings of the Congress and shall perform such other duties as are usually within the province of a presiding officer of a deliberative body, and he shall replace any officer who is lacking in any respect in his duties towards the organization.

The president previously had no power to remove officers.

The following was added to section 3:—"The Secretary Treasurer shall prepare a report of financial operations to be presented to the executive of each province every three months."

Resolutions Adopted.

The following resolutions were adopted by the Congress:—

That the Government be requested to refuse to issue new charters to loan companies doing business on the weekly payment system, and that companies operating at present be forced to print the rate of interest on their notes.

That a demand be made of the Government for better protection for those employed in factories and elsewhere, in case of panic caused by fire or otherwise, and that in case of negligence on the part of a proprietor to provide the building with fire escapes a high fine should be imposed.

That the factory inspectors be instructed to see that all solid bars in windows of factories be replaced by movable screens.

That the inspectors appointed by the Government to inspect sanitary and ventilating appliances in factories, be instructed to attend strictly to their duty.

That the Government be asked to stop the immigration of skilled mechanics, and that agricultural immigrants only be allowed to come into this country.

That the Government be requested to adopt and enforce uniformity of books in the schools, and that books be given free to children.

That efforts be made to secure that the duty on boots and shoes imported from the United States be increased by from 25 to 50 per cent.

That the law against the employment of children in factories be posted in conspicuous places, under penalty of a heavy fine.

That factory inspectors be instructed to visit establishments at least once every six months, and that they get their information from the employees instead of from the employers.

That the Congress endorse and help the movement in favour of Widow E. Curtis, whose husband was killed while in the employ of the Montreal Light, Heat and Power Company. A jury awarded Mrs. E. Curtis the sum of $8,000, but this judgment has been set aside.

Whereas,—The National Trades and Labour Congress has repeatedly gone on record in favour of improved education in this country; Whereas, this congress believes in a national prosperity founded upon a contented and enlightened working class; Whereas, owing to the scant attention given the important question of education in Canada, intelligent workmen are denied opportunities for acquiring such knowledge and information as would tend to mental development and the welfare of the individual and the state; Therefore, be it resolved, That this Congress instruct the executive to wait on the Premier and other ministers, and solicit their aid both moral and financial to found a workingmen's college with a curriculum that will include all such subjects, Economic, Technical, Sociological and Political, as would be found adapted to the needs of the working people of Canada.

Whereas, The United States government has passed an act for the withdrawal from

bond tax of denatured alcohol to take effect January 1st, 1907; and whereas, certain European countries have enacted similar legislation; and whereas, Canada is particularly suited for the manufacture of both grain and wood alcohol; Therefore be it resolved, That the Canadian Government be requested to consider carefully the regulations regarding the uses and cost of denatured alcohol in foreign countries and to so adjust Canadian regulations, that Canadian industries shall not be placed at any disadvantage.

That the Government be asked to accept and enforce the system of eight hours per day on all Government works.

Whereas, This Congress considers it not only desirable, but essential that Canada should have well equipped shipbuilding yards, so that she should not be dependent upon foreign or even British builders for the maintenance of her mercantile marine; and whereas proof of the decadence of this industry is furnished by the fact that while the water-borne commerce of the country during the last thirty years has increased from $217,000,000 to $473,000,000, the aggregate tonnage of vessels registered in Canada during the same period has decreased from 1,158,363 tons to 672,838 tons; and whereas the new vessels built in Canada during the year 1904 aggregated 190,756 tons, or less than one-tenth of the tonnage built thirty years ago; and whereas, the foregoing statements prove that Canada is steadily losing control of her own carrying trade, and that her builders are unable to compete with the highly developed yards of others countries; and whereas, nearly all other countries have found it necessary to grant financial aid to their own builders, in order to secure a share of their own carrying trade, and that such aid has in most cases enabled them to build up well equipped shipbuilding plants, that are now able to compete with foreign builders; and whereas, an effort should now be made to resuscitate this industry which would provide skilled labour for our artisans, and keep in the country the enormous sums paid out in freights and enable Canada again to take her place as an important maritime power. Therefore, be it resolved, That we hereby urge the Dominion Government to take up this important question during the approaching session of Parliament and grant such adequate bounty on tonnage launched in Canada during a term of years as will place our builders on an equality with their chief competitors elsewhere.

That this Congress recommends to delegates the adoption of the National Union Label on all goods manufactured under the control of our members, and that all our Trades and Labour Councils be authorized to grant that label, and that the delegates to said councils make propaganda in their respective unions.

That a commission be appointed by the Government to be known as "The Commission of Labour," whose duties shall be to secure statistics relative to the working classes, to study new legislative measures, to see that the labour laws are enforced, and further to see to the development of mutual and benevolent organizations and the improvement of workingmen's dwellings.

That the executive be instructed to interview the Government with the view of securing the compulsory inspection of raw hides.

That all affiliated National Unions through their respective executive boards call a general convention of their crafts at the earliest possible moment, to which convention they shall be required by this resolution to invite all National and International, and Independent Local Unions not at present affiliated with this Congress of Canada. That they shall notify our National President of such action when taken, and that the National President shall upon request attach his signature and official seal to the convention call.

That the executive of this Congress be requested to take all possible means to have the Government of Canada build a larger dry dock than the one now in operation at the city of Quebec, the present one being inadequate to the necessities of our shipping and transportation trades.

That a vote of felicitation be offered to the Labour Party of Great Britain on its

success in electing so large a number of representatives to Parliament at the last election.

That this Congress endorse the candidature of its President, John E. Mee, for St. Mary's division, Montreal, and that every effort be made to secure his election. That this Congress does not approve of the candidature of Mr. Jos. Ainey, who claims to be the nominee of the workingmen of St. Mary's, nor of the programme of the party responsible for his candidature.

The Grand Secretary Moffatt of the Provincial Workmen's Association, be invited to attend the next session of the National Congress and to act as Fraternal Delegate for the Provincial Workmen's Association.

Resolutions of thanks were passed to a number of individuals and public bodies, including His Worship the Mayor of St. John, the City Council of St. John, the Honourable the Minister of Railways and Canals, the St. John Street Railway Company, Messrs. H. Gervais, M.P., L. A. Rivet, M.P., Ralph Smith, M.P., V. Peltier, the reception committee of sister organizations of St. John, the Catholic Mutual Benefit Association for the use of its hall, the press of St. John, the Department of Labour, Canada, and the Department of Public Works and Labour, Quebec.

Election of Officers.

Officers for the year 1906-07, were elected as follows:—

President—John E. Mee, Montreal, Que.

Vice-President—Hugh Beck, St. John, N.B.

Secretary-Treasurer—T. G. Griffiths, Montreal, Que.

EXECUTIVES.

Quebec—

Vice-President L. C. D. Laroche, Quebec; Gilbert Leclerc, Montreal; Eldige Gauthier, Montreal; J. P. Simard, Quebec.

New Brunswick—

Vice-President Jacob S. Brown, St. John; J. A. Winchester, St. John; George Hay, St. John; William Stuart, St. John.

Ontario—

Vice-President Jacob Randall, Ottawa; S. Kennedy, Ottawa; J. S. Coburn, Ottawa; James Hope, Ottawa.

The executives for other provinces will be selected by the Executive Committee.

The Congress adjourned on September 15, to meet next year at Glace Bay, N.S., on the second Tuesday of September.

THE CANADIAN MANUFACTURERS' ASSOCIATION—THIRTY-FIFTH ANNUAL CONVENTION.

THE thirty-fifth annual convention of the Canadian Manufacturers' Association was held at Winnipeg, Man., on September 17, 18 and 19, the proceedings terminating with the annual banquet on the evening of September 19. Some 250 delegates were present from different sections of Canada, and a number of important reports were received and resolutions adopted.

At the close of the convention a special excursion of several days' duration was conducted throughout Manitoba, Saskatchewan, Alberta and British Columbia, stops being made at a number of the principal towns and cities.

Address of the President.

On the opening day of the convention, after the official welcome on behalf of the City of Winnipeg and the Province of Manitoba had been tendered, the president of the association, Mr. C. C. Ballantyne, delivered the annual presidential address. After referring to the general prosperity of the Dominion, and to the rapid progress of the western provinces during the past year, statistics relating to the foreign trade of Canada during the fiscal year 1905-06 were quoted as illustrating the importance of the present time in the industrial and economic development of the country. Though agriculture, in the opinion of the president, was the corner stone of Canadian industry, nature had also fitted Canada to be a great manufacturing country. The fiscal policy of the Dominion was stated to have ceased to be a matter of partisan

controversy, and the question of the revision of the tariff was now regarded from the broad standpoint of Canadian interests. With regard to the preferential tariff, the attitude of the association was defined as being in favour of an equalizing tariff against the United Kingdom, which would place Canadian manufacturers on an equivalent footing with those of Great Britain so that goods of British manufacture would be purchased in Canada in cases where similar goods of native manufacture were not available. In further explanation of the position of the association in this connection, citation was made from the pay-rolls of one of the members of the association having factories in Montreal, Que., and London, Eng., wages of common labour being stated to be 82 per cent higher in Canada than in England, of sub-foremen 70 per cent higher, of boys 95 per cent higher, of machinists 64 per cent higher and of carpenters 40 per cent higher. Other aspects of the tariff question were also dealt with at length, an increase in duties without delay being advocated. During the present prosperity, it was urged, provision should be made for future times of trade stagnation. The great trade possibilities of the City of Winnipeg, and of other centres in western Canada, and their suitability for manufacturing, were pointed out, reference being made in this connection to the large number of branches recently established in prairie provinces by eastern manufacturing concerns. The legislation passed by certain of the provinces imposing taxes on commercial travellers and extra provincial establishments was deprecated. The importance of adequate transportation facilities and the great improvements at present under way were given special mention. The association was stated to have had a very successful year, two new trade sections having been added, and the period having been marked on the whole by absence of friction between employers and employees. It was stated that probably the greatest needs of Canadian manufacturers, at the present time, were a sufficient supply of skilled help and a national system of technical education. The president concluded by a reference to the great resources of Canada and the great opportunities offering at the present time for the development of industry and the cultivation of a broad and healthful spirit as between the several provinces of the Dominion and the other members of the Empire.

Reports of Treasurer and Secretary.

The report of the treasurer of the association showed that after providing fully for all bad and doubtful debts and writing off $209 for depreciation of furniture, the surplus assets of the association were $7,400.46, an increase of $2,657.23 compared with the preceding year. The total receipts were $40,381, being $1,687 in excess of last year, and the expenditure, which amounted to $39,258, was $383 less. "Industrial Canada" was stated to be on a paying basis, the year's business showing a surplus of $1,247.17. The transportation department was stated to have cost the association $3,986.26, an increase of $289.95 over last year. The insurance department cost $873.19. All ordinary expenses were covered by the receipts from membership fees. The cost of establishing a British office was estimated at $6,000. Estimated revenue for 1906-07 was placed at $26,040.00.

The report of the secretary referred to the increase in membership during the past twelve months. It was also stated that the president and secretary of the association would visit the different branches during the coming year, and that a travelling secretary would be appointed.

Report of the Reception and Membership Committee.

In the report of the reception and membership committee, it was stated that fourteen meetings had been held during the year, at the first of which steps had been taken to secure a list of manufacturers not connected with the association for the purpose of organizing an effective campaign to increase the membership. As a result of this campaign the membership had been increased by 265 during the year, the total number of members being 2,104. Since July 31, 1906, other applications had been approved, making the membership 2,129.

The membership by provinces, compared with the preceding year, was reported as follows:

	1905.	1906.
Ontario	1,125	1,257
Quebec	479	554
Nova Scotia	93	93
British Columbia	65	69
Manitoba	35	77
New Brunswick	31	37
Saskatchewan and Alberta	7	14
Prince Edward Island	4	3
	1,839	2,104

The membership was further divided as follows:

Class A—Members having under 100 employees	1,626
" B—Members having 100 or more employees	310
" C—Additional representatives from members	168
	2,104

The committee during the year refused to recommend the acceptance of any application for membership which was not presented by a bona-fide manufacturer. It was recommended that the association by-law governing active membership be amended so as to guard the membership even more strictly than heretofore.

Report of Parliamentary Committee.

The report of the parliamentary committee dealt at length with the legislation affecting industry passed by the Dominion Parliament and certain of the provincial legislatures during the past year. In this connection, the action of the committee in opposing certain sections of the Lord's Day Act, as originally drafted, and in support of the Gold and Silver Stamping Act, passed by the Dominion Parliament, was described. It was further stated that it had not been necessary to oppose any demands on the part of organized labour for Federal legislation. The report also referred to the employment of prison labour at the Central Prison, Toronto, by the Ontario Government; recommended that the action of certain provinces in taxing extra-provincial corporations and commercial travellers should be condemned by resolution; recommended that the exportation of foreign silver in circulation in Canada should be continued; described certain representations which had been made to the Ontario Government with reference to the Assessment Act and recommended that the act should be given careful attention by the incoming committee; and condemned the Ontario act respecting stationary engineers, passed at the last session of the legislature, and recommended that an amendment be passed at the coming session. The report also mentioned a number of measures which were successfully opposed in different provinces, including a Workmen's Compensation Bill and a bill respecting industrial establishments in Quebec. In Alberta certain suggestions made by the committee were incorporated in legislation passed with reference to steam boilers.

Condition of the Labour Market.

The parliamentary committee also reported that labour conditions had been, on the whole, satisfactory during the past year, strikes in manufacturing establishments not having been numerous, and employment having been steady at increasing wages. The principle of not discriminating against competent non-union workmen was stated to have made headway. The greatest need of manufacturers at present was stated to be skilled help, and the encouragement of the immigration of artisans and the establishment of a thorough system of technical education by the government were advocated. A circular sent out to members of the association on June 28, 1906, for the purpose of ascertaining their labour requirements was stated to have shown a shortage of 6,273 hands made up as follows: 3,394 men, 65 boys, 1,231 women and 1,183 girls.

Report of the Insurance Committee.

The report of the insurance committee stated that policies had been examined and risks inspected for 145 members, affecting an aggregate insurance of $10,771,994 during the past year. Two losses amounting to $67,874 were adjusted. Since the organization of the department on February 1, 1905, its services have been utilized by 271 members, having insurance in force to the extent of $20,457,788. These members, it was stated, had sustained very trifling losses. According to the report of the committee, the belief was prevalent among manufacturers in

Canada that insurance rates are higher than are warranted by the losses. Negotiations had been entered upon with the insurance companies forming the Canadian Fire Underwriters' Association for permission to place risks with independent companies and had failed. Accordingly, after careful deliberation and investigation at the leading centres of insurance activity in Canada and the United States, the committee had recommended to the executive council the establishment of two mutual companies, one for the underwriting of risks in the senior and junior mutual classes, and another for the underwriting of special standard risks on the lines of the companies forming the National Association of Factory Mutuals. The committee further recommended that though members of the association should assist in the organization of these companies, the companies should not be in any way connected with or controlled by the association, though the services of the manager of the insurance department should be available to them in an advisory capacity until full organization be accomplished. This suggestion, it was stated, had been endorsed by the executive council.

In reply to a communication sent out on June 15 last to the several members of the association with regard to the above propositions 301 promised support to the companies in sums varying from $1,000 to $100,000; 34 approved of the formation of the companies, promising full support, when organized, if conditions were acceptable; and 7 wrote discouraging the formation of the companies. Support was also promised from several members who had not signed definite agreements. The committee regarded this result as indicating a general desire that the organization of the companies should be proceeded with.

Certain amendments to the Insurance Act of Canada recommended by the committee were endorsed by the convention.

A deficit of $873.19 for the year in the finances of the committee was reported.

Report of the Railway and Transportation Committee.

In the report of the railway and transportation committee, the year was stated to have been one of unusual activity owing to the extended hearings of complaints before the Railway Commission in which members of the association were interested. The department continued to render assistance to individual members in adjusting difficulties with railway companies. Where the matter at issue involved a principle and negotiations with the railway companies failed to result in a satisfactory adjustment, it was carried before the railway commission. Among the questions discussed at length in the report were the following: demurrage, reciprocal demurrage, freight classification, transcontinental rates, discriminations in favour of United States' shippers, decisions by the railway commission, matters pending before the railway commission, the amendment of the Railway Act, railway traffic forms, New Zealand steamship service, and east bound freight rates from British Columbia.

Report of the Technical Education Committee.

The technical education committee presented a report of the work done during the year. This included active co-operation with the proper authorities in Toronto with a view to the extension of the technical education system of that city. A conference with the University of Toronto Commission was held for the purpose of securing attention to technical education in the report under preparation by that body, the commission having adopted the various recommendations of the [illegible] committee also memorialized the Dominion Government in regard to the appointment of a commission to consider the needs of the Dominion as regards industrial education and the means whereby those needs could be most readily met. A cordial reception, it was stated, had been given to the delegates of the committee in this connection. As emphasizing the urgency of the need for technical education, it was stated that mechanics in Montreal alone paid out, at the lowest estimate, $100,000 annually to foreign correspondence schools offering facilities for industrial education. It was recommended that the technical education

committee of the association be made a standing committee because of the permanent need of caring for matters relating to industrial efficiency. The report was adopted.

Report of the Tariff Committee.

The report of the tariff committee referred to the investigations of the Dominion Tariff Commission and the announcement of the Government that Parliament would meet in November to consider the revision of the tariff. It was stated that the prosperous conditions prevailing throughout Canada were not a result of the present customs' tariff but were, rather, a result of the fact that the world generally was prosperous. The large increase in the demand for goods in Canada, the industrial activity in the United States, the heavy expenditure on railways, and the increase in population, were also assigned as contributing causes. The contention of the committee was that additional protection is needed, and that the most suitable time for revising the tariff was when the country was prosperous. Various arguments were advanced in the report in support of this view. In the formal resolution recommended by the committee, which reaffirmed the Halifax resolution of 1902, it was stated that while the tariff should primarily be framed for Canadian interests it should, nevertheless, give a substantial preference to the Mother Country and also to any other part of the Empire with which reciprocal preferential trade can be arranged, the minimum tariff in any case to afford adequate protection to all Canadian products. A resolution was also recommended to the effect that when articles for the use of the Dominion Government are purchased, the full amount of any duty thereon should be added before prices are put into competition with Canadian prices. Careful consideration by the government of the regulations regarding the use and cost of denatured alcohol was also requested. The government was also requested to grant an adequate bounty on all tonnage launched in Canada during such term of years as would place Canadian builders on an equality with their chief competitors elsewhere.

Report of the Commercial Intelligence Committee.

In the report of the commercial intelligence committee it was stated that communications from 436 foreign firms, making inquiries with regard to Canadian goods had been dealt with, and the attention of 1,653 members of the association directed to the same. The report also referred to the display of Canadian manufactures at the Christ Church Exhibition held in New Zealand, the new trade agreement with Japan, the distribution of the Canadian Trade Index, and the resolutions presented by the association's delegates at the Chambers of Commerce Congress held at London, Eng. The resolution of the executive council in opposition to the adoption of the metric system of weights and measures until such time as action is taken by the British Government in the matter was referred to. The report recommended a reduction in the rate and the establishment of a direct parcel postage service between Canada and Trinidad. Certain modifications were asked for in the regulations with regard to the use of stamped envelopes.

Report of the "Industrial Canada" Committee.

A year of unusual activity and progress was reported by the committee in charge of "Industrial Canada." A surplus of $1,259.17 was shown, whereas in the preceding year there was a deficit of $1,067.85. The typographical appearance of the journal had been improved, and an effort made to secure better reading matter than before. The average size of the regular issue was 65 pages as compared with 57 in 1905. An expression of opinion was requested from the annual meeting as to whether British advertising should be solicited. The feeling of the meeting was against the proposal.

London, Eng., Office Recommended.

On the recommendation of a special committee appointed, on the recommendation of the Parliamentary committee, to consider the advisability of establishing an office for the work of the association in London, Eng., the following resolution was passed:

"That an office in Great Britain should be opened as a general office for the work of the Canadian Manufacturers' Association, and not for the particular purpose of securing labour. Such an office would serve the following purposes: (a) To give to the association direct representation in Great Britain; (b) to investigate, answer, and index all trades or other inquiries; (c) to make a careful distribution of catalogues and other printed matter; (d) to secure special information for Canadian firms respecting government contracts; (e) to secure for the members of the association such labour as they require and cannot secure in Canada; (f) to distribute through the press and otherwise important information respecting Canada and her manufactures; (g) to secure information regarding other markets which may be open to Canadian exporters; (h) to secure information for members regarding the sources of supply of raw materials required in their industries in Canada; (j) to undertake such other duties as the association may from time to time direct."

Other Resolutions Passed.

Among other resolutions passed by the convention were the following:—

Favouring the application of the Canada Customs' preference only to goods brought to Canada directly from the country of their origin, with a view of building up Canadian ports.

Requesting a prompt transfer of foreign mails at Rimouski.

Re-affirming the attitude of the association with regard to the need of better facilities for technical training and requesting early action on the part of the government.

Election of Officers.

Officers for the ensuing year were elected as follows:

President—Henry Cockshutt, Cockshutt Plough Company, Limited, Brantford, Ont.

First Vice-President—Hon. J. D. Rolland, La Compagnie J. B. Rolland & Fils, Montreal, Que.

Provincial vice-presidents as follows:

Nova Scotia—
T. M. Cutter, Halifax, N.S.

New Brunswick—
Charles J. Macdonald, St. John, N.B.

Quebec—
G. A. Vandry, Quebec, Que.

Ontario—
Lloyd Harris, Brantford, Ont.

Manitoba—
L. C. McIntyre, Winnipeg, Man.

Saskatchewan—
E. J. Brooks, Regina, Sask.

Alberta—
A. E. Cross, Calgary, Alta.

British Columbia—
John Hendrie, Vancouver, B.C.

The selection of the place of meeting for 1907 was left to the Executive Committee.

THE CANADIAN FORESTRY ASSOCIATION—CONVENTION AT VANCOUVER, B. C.

A convention of the Canadian Forestry Association was held at Vancouver, B.C., September 26-27. A large number of delegates were present from different sections of the Dominion. The public was also invited to attend the meetings.

On the opening day of the convention, the president of the British Columbia Lumber and Shingle Manufacturers' Association extended a welcome to the delegates, to which the president of the Forestry Association replied. The convention was then formally declared open by His Excellency the Governor General of Canada, who defined the primary object of the meeting as being for the purpose of considering steps to be taken to discover and apply to the forests of British Columbia the best methods of forest management. Reference was also made by His Excellency to the convention held in January at Ottawa on the invitation of the Right Honourable Sir Wilfrid Laurier, Prime Minister of Canada, and to the exceeding importance of the conservation of the for-

ests of Canada by proper management at the present time. His Honour the Lieutenant Governor of British Columbia and the Honourable the Premier of the province also addressed the convention.

President's Address.

Mr. E. Stewart, president of the association, referred at some length to the aims of the founders of the association, and the progress that the movement for forest preservation had made during recent years. The error of regarding the utility of forest growth from the standpoint of the timber product alone was pointed out, and the dependence of other industries on the preservation of the forest shown. Immediate attention was asked to the problem of preventing forest fires. The necessity for a policy of reforestation, and the facilities at hand in British Columbia for carrying out the same, were described. The permanence of the demand for lumber in the markets of the world, and the growing scarcity of lumber, were dealt with. In concluding, the president referred to the growth of public appreciation of the value of forestry. It was also suggested that matters relating to British Columbia should be given preference in the deliberations of the meeting.

Other addresses delivered at the opening session of the convention were by Mr. Overton W. Price, representing the Forestry Service of the United States, His Honour the Lieutenant Governor of Alberta, and the Hon. F. J. Sweeney, Surveyor General of New Brunswick.

Proceedings of Convention.

At the second session of the Convention, and at subsequent sittings, a number of valuable papers were read and addresses delivered. A brief reference to the more important of these is given below.

The Honourable the Commissioner of Lands and Works for British Columbia, delivered an address giving statistics relating to the extent of the forests of British Columbia, the revenue derived therefrom and the legislation relating thereto.

An address on lumbering conditions on the coast of British Columbia was delivered by Mr. R. H. Alexander, manager of the British Columbia Mills, Timber and Trading Company. A sketch was given of the early history of lumbering in British Columbia and of the market for timber in early years. It was stated that until the construction of the Canadian Pacific Railway there had been no market available except the foreign. The great growth of the lumber trade in British Columbia was illustrated by statistics. In 1886, for example, the year in which the Canadian Pacific Railway reached Vancouver, B.C., the output of the coast mills of British Columbia did not exced 75,000,000 feet; this year, including the shingle industry, it will reach 525,000,000 feet. The revenue earned from the forest in 1886 was only $3,768, while last year it amounted to $578,748, though a large share of the latter is to be credited to the growth of lumbering in the interior of the province. An interesting sketch of lumbering methods prior to 1875, compared with those of the present time, was given. Teamsters' wages in 1870-80 were stated to have run as high as $125 per month, the work involving great skill in the handling of large teams of oxen in the dense forests.

Mr. F. W. Jones, president of the Mountain Lumbermens' Association of British Columbia, reviewed conditions in the interior of the province, dealing with the preventing of forest fires and timber license lands at some length.

A general discussion followed the reading of the above papers. A resolution asking the Dominion Government to prohibit the exportation from Canada of saw-logs and pulp wood was defeated.

Proceedings at Third Session.

A paper was read by Dr. Judson F. Clark, dealing with *lumbering methods*. The destructiveness of the present system was stated to be largely the result of the agreements entered into by the provinces as sellers and the lumbermen as purchasers, it having proved to be in the financial interest of the lumbermen to despoil rather than to conserve the forests. The need

of a system of controlling the cutting was also pointed out.

A paper was read by Mr. Roland D. Craig dealing with the subject of *forest reserves.* The necessity of maintaining and increasing these reserves was pointed out. The area of lands now set aside for this purpose was stated to be 5,500,000 acres, whereas the timber lands owned by the Dominion comprise about 500,000,000 acres. The increasing of the area under reserve was stated to be necessary if the system is to have any appreciable effect towards perpetuating the forest wealth of Canada.

Prevention of Forest Fires.

The prevention of *forest fires* was discussed at considerable length during the closing session of the convention. The methods of fire protection in use in British Columbia, Saskatchewan, New Brunswick, Ontario and the United States, were described by different speakers. In addition, the following resolutions dealing with this subject were passed by the convention, their length and comprehensiveness indicating the importance attached to effective fire protection by the convention:—

Resolution Passed.

Resolved, that the attention of the proper authorities be directed to the necessity of a strict and rigorous enforcement of the law relating to the prevention and control of prairie fires, as such fires, in addition to being particularly destructive in relation to the production of forage, have proved exceedingly disastrous in their effect on the growing timber as well as preventing the extension of those timber areas which, though small, are valuable both for shelter, beauty and future forest supply.

Whereas, the destruction of large areas of the forest wealth of Canada by fire is still of yearly recurrence, be it resolved that it is incumbent on the Governments of the Provinces of the Dominion to legislate at the earliest opportunity still more stringently against the use of fire in timbered portions of the various provinces during the summer months, and further and of equal importance, to provide means for efficiently carrying out the provisions of any statutes that may be passed.

Whereas the clearing of small areas by settlers in the midst of timbered sections of the different Provinces, fire being the means usually adopted, is a fruitful cause of the yearly destruction of great quantities of timber, be it resolved that in the opinion of this convention no homestead or pre-emption should be granted on land more valuable for timber than for agricultural purposes.

Resolved, that this meeting of the Canadian Forestry Association desires to reaffirm the resolution passed at the Canadian Forestry Convention held at Ottawa in January last regarding the reservation of the forests required for the protection of streams, furnishing a supply of water for irrigation and for the prevention of destruction by floods, and specially desires that speedy action should be taken in the direction indicated by the resolution referred to and that this matter be brought to the attention of the proper authorities at as early a date as possible.

Resolved, that the Association strongly endorse and recommend to the Provincial Government the request of the British Columbia delegates for action on the following points:—

That a thorough system of fire ranging be established under the supervision of one or more chief wardens. That the timber areas of the Province be divided into districts in each of which two or more salaried rangers be employed the six summer months with authority to make arrests for violation of the laws relating to fires, to take immediate action and enforce help to put out such fires as may occur, also to issue or refuse permits to set out fires during the dry season, and to supervise such fires where necessary, on account of the possibility of danger.

That the following suggestions made by the Associated Boards of Trade in Convention at Cranbrook on the 1st of February be endorsed and again recommended to the authorities:—

1. That the Provincial Government secure for the place of Chief Fire War-

den, a man of zeal and enthusiasm, who being retained in the service for a term of years, would evolve a system of protection suited to the special circumstances of the country.

2. That the provision be made whereby land owners and holders of timber leases, and licenses, pay a part of the expenses incurred in the prevention and suppression of fires.

3. That the interests so contributing be given a voice in the selection of local wardens.

4. That arrangements be made with the railways whereby trains with tank cars and proper outfit, and gangs of men, shall at a short notice be available for fighting fires along or near railway lines.

5. That men called out by fire wardens be paid as soon as discharged.

6. That the origin of all bush fires be strictly investigated, and offenders vigorously prosecuted.

That the Bush Fires Act be amended so as to make it an offence to set out fires for any except domestic purposes from the 1st of April to the 30th September without a permit from the Fire Ranger, which permit if issued shall require the permittee to have on hand the necessary help and appliances to control the fire. Also to make it an offence under said Act for anyone to permit a fire to leave his property, or start a fire at any time and permit it to run at large.

That the system adopted in Ontario requiring fire patrol along railways during summer months be recommended for the Province of British Columbia.

That section six of the Bush Fires Act* applying to locomotives be made applicable also to engines used in logging operations.

That section six of the Bush Fires Act be amended to make it applicable all the year round.

Other resolutions submitted by the Committee on Resolutions and carried by the convention were as follows:—

Resolved, that in order that our forest resources may be so handled as to become as nearly as possible a permanent source of timber supply, it is important that regulations governing the leases should provide for a tenure under such conditions as will encourage the adoption of the best forestry methods in all lumbering operations.

Resolved, that an appeal be made to the Federal and Provincial Governments and the larger interests which shall be beneficially affected by the extension of the forestry interests, for liberal financial assistance towards carrying out to the fullest possible extent the aims and objects of this Association.

Resolved, that this meeting of the Canadian Forestry Association desires to bring to the attention of the proper authorities the desirability of taking steps to promote forestry through the schools and educational institutions.

THE FISHERMENS' UNION OF NOVA SCOTIA—SECOND ANNUAL CONVENTION.

* A special article dealing with the conditions in the fishing industry of Nova Scotia which led to the establishment of the Fishermens' Union in 1905, was published in the October, 1905, issue of the Labour Gazette, p. 410. The article also set forth the legislation under which the Union was formed, the proceedings of the first annual convention, held at Halifax, and the work of organization accomplished up to Sept., 1905.

THE second annual convention of the Fishermens' Union of Nova Scotia* was held at Halifax, N.S., September 25-27. Sixteen incorporated stations were represented at the meeting, as compared with four stations last year, six of the new stations having been organized in the County of Digby during the autumn of 1905, and six in Cape Breton during the spring of 1906. All of these reported an increasing membership, and much good work accomplished.

A report was received from the deputation which waited upon the Dominion Tariff Commission in 1905, with a request that the duty should be removed from manilla cordage, which is extensively used in lobster fishing, and from gasolene engines which are being adopted as an auxiliary power by the owners of boats engaged in the inshore fisheries. A reso-

* R.S.B.C., 1897, chap. 84.

lution reaffirming the position of the union in this connection was passed.

Lectures were delivered before the convention dealing with conditions in the fishing industry, methods of capturing fish, and kindred subjects. The adoption of a 10½-inch limit for lobsters was advocated. Resolutions were also passed requesting the removal of the size limit for lobsters taken in Cape Breton and the adoption of a better method of preventing the sale of seed lobsters to the canneries. The establishment of additional dog-fish reduction works and improvements in the transportation service were advocated. Votes of thanks were tendered to the Hon. the Premier of the Province and to Mr. M. H. Nickerson, M.L.A., for interest shown in the welfare of the fishermen.

The following officers were elected:—

President.—D. Scott, Main-a-Dieu.

Vice-President.—G. A. Hemeon, Little Harbour.

Secretary-Treasurer. — Bernard Cummings, Port Joli.

The convention will meet again in Halifax during August, 1907.

URBAN POPULATION OF MANITOBA, SASKATCHEWAN AND ALBERTA, 1906.

A statement was recently issued by the Census and Statistics Office of the Department of Agriculture, Canada, showing the present population of all cities, towns and villages, having a population of 100 and over, in the provinces of Manitoba, Saskatchewan and Alberta.* Comparative returns for the year 1901 are also given, and the record illustrates very clearly the rapid growth and development of these provinces during the past five years.

Aggregate Statistics.

In the province of Manitoba, returns are presented from 27 localities. The total population of these in 1906 was 135,965, and in 1901, 73,107, showing an increase of 62,858, or 85 per cent.

In Saskatchewan, 18 localities having a total population of 28,861 in 1906, are included in the return. The population of these localities in 1901 was 10,274, showing a gain of 18,590 or 180 per cent.

In Alberta, the population of 53 localities is given as 57,942 in 1906, and as 16,949 in 1901, or an increase of 40,993, or 240 per cent. There are 32 localities in the return for 1906 which do not appear in the return for 1901.

Localities of 1,000 and over.

The following localities are presented in the return as having a population of 1,000 and upwards in 1906, with comparative returns for 1901:—

	1901.	1906.
Manitoba—		
Brandon	5,620	10,409
Carberry	1,023	1,111
Carman	1,439	1,530
Dauphin	1,135	1,671
Killarney	585	1,117
Minnedosa	1,052	1,300
Morden	1,522	1,438
Neepawa	1,418	1,895
Portage La Prairie	3,901	5,106
St. Boniface	2,019	5,120
Selkirk	2,188	2,662
Souris	838	1,413
Stonewall	589	1,074
Virden	901	1,471
Winnipeg	42,340	90,234
Saskatchewan—		
Indian Head	768	1,545
Moose Jaw	1,558	6,250
Moosomin	868	1,152
Prince Albert	1,785	3,005
Regina	2,249	6,217
Saskatoon	113	3,031
Alberta—		
Calgary (including suburbs)	,091	14,203
Cardston	639	1,001
Edmonton	2,626	11,163
Frank	.....	1,178
High River	153	1,018
Lacombe	499	1,015
Lethbridge	2,072	2,926
Macleod	796	1,144
Medicine Hat	1,670	3,020
Raymond	.....	1,568
Red Deer	323	1,418
Strathcona	1,550	2,921
Wetaskiwin	550	1,652

* The statistics given for Manitoba and Saskatchewan are subject to final revision.

OPPORTUNITIES OF EMPLOYMENT.

In order that skilled workmen and labourers may be made aware of opportunities of employment and the demand for labour in different parts of the Dominion, the *Labour Gazette* publishes herewith a statement of such opportunities of employment as have been furnished to the Department of Labour by employers, contractors and others. While exercising care and discrimination in the statements which it publishes, it is to be understood that the parties who have supplied the information are alone responsible for the accuracy of it, and that beyond publishing the same for the mutual benefit of employers and employees the Department assumes no responsibility in connection with the publication. The Department will be pleased to receive for publication from persons desirous of obtaining skilled or unskilled labour in connection with any industries or trades of the country, a statement of the nature and extent of their demand. Similarly, the Department will be pleased to receive and publish on behalf of persons out of employment, statements from labour unions or bodies of skilled or unskilled workmen of the nature and extent of the supply of labour available.

Parties desirous of profiting by the information contained in this article are requested to communicate direct with the persons concerned for further particulars, exact terms, etc., the purpose of the Department in publishing the information being solely that of making better known the demand and supply of labour.

Mining.—The Manager of the British Columbia Copper Company, Limited, Greenwood, B.C., writing under date of September 13, stated that there was in that section a shortage of labour skilled in the use of air drills under ground, known as machine drill miners, and that the company could give constant work to 30 men of this class, in addition to its present working force.

Cotton Manufacturing.—The manager of the Montreal Cotton Company, Valleyfield, Que., in a letter written on September 22, stated that the company was preparing to start up 900 looms, and that from 250 to 300 hands, chiefly weavers, would be required to prepare and operate the same.

The superintendent of the Dominion Textile Company, Limited, Montreal, Que., stated in a letter dated September 21, that at the mills at Hochelaga, Que., and St. Ann's, Que., the company was about ten per cent short-handed, and would be glad to get experienced help in every department, immediate employment being available for 100 additional hands.

The Superintendent of the Canadian Coloured Cotton Mills Company, Milltown, N.B., under date of September 28, wrote that there was an opportunity at that mill for the employment of 50 first-class weavers on box and fancy looms, steady employment up to that number being guaranteed. Skilled hands at this class of work were stated to be earning from $9.00 to $12.00 per week, according to ability.

IMMIGRATION AND COLONIZATION.

During the months ended August 31, 1906, and August 31, 1905, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

British Emigration Returns.

EMIGRATION FROM GREAT BRITAIN DURING AUGUST.

Nationality.	1906.	1905.
English	11,013	7,739
Scotch	1,966	1,092
Irish	492	409
Total of British origin	13,441	9,240
Foreign	3,294	2,690
Nationality not distinguished		15
Total	16,735	11,945

For the eight months ending August 31, 1906, and August 31, 1905, the report was as follows:—

EMIGRATION FROM GREAT BRITAIN FOR THE SEVEN MONTHS ENDING AUGUST, 1906-1905.

Nationality.	1906.	1905.
English	71,759	52,554
Scotch	17,392	11,327
Irish	3,368	2,586
Total of British origin	92,519	66,467
Foreign	17,987	19,223
Nationality not distinguished	21	32
Total	110,527	85,722

Homestead Entries during June, 1906.

The following statement, published by courtesy of the Department of the Interior, Canada, shows the number of homestead entries made in August, 1906, compared with August, 1905:—

Statement showing the number of homestead entries made during the month of August, 1906, compared with August, 1905.

Agency.	1906.	1905.	Increase.	Decrease.
Alameda	192	212	.....	20
Battleford	539	488	105	.....
Brandon	21	19	2	.....
Calgary	128	196	.....	68
Dauphin	45	45	.....	.....
Edmonton	439	248	191	.....
Kamloops	2	13	.....	11
Lethbridge	147	109	38	.....
Minnedosa	15	17	.....	2
New Westminster	5	2	3	.....
Prince Albert	149	192	.....	43
Regina	1,007	919	88	.....
Red Deer	266	208	58	.....
Winnipeg	77	42	35	.....
Yorkton	302	330	.....	28
Total	3,388	3,040	520	172

It will be seen that there has been a net increase in the number of homestead entries made in August, 1906, compared with August, 1905, of 348.

A statement of the homestead entries made during the first two months of the present, compared with the corresponding period of the last fiscal year, is as follows:—

Statement of Homestead Entries during August, 1905-06, 1906-07.

Month	1906	1905	Increase.	Decrease
July	4,174	3,751	423	
August	3,388	3,040	348	
Total	7,562	6,791	771	

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, issued during the month of August, 1906, is as follows:—

Statement Showing nationalities of Homesteaders during August.

Nationalities.	No. of Entries.
Canadians from Ontario	590
" Quebec	56
" Nova Scotia	16
" New Brunswick	14
" Prince Edward Island	11
" Manitoba	107
" Saskatchewan	68
" Alberta	68
" British Columbia	16
Persons who had previous entry	382
Newfoundlanders	1
Canadians returned from the United States	84
Americans	940
English	501
Scotch	126
Irish	31
French	23
Belgians	8
Swiss	2
Italians	1
Roumanians	14
Syrians	3
Germans	49
Austro-Hungarians	115
Hollanders	6
Danes (other than Icelanders)	11
Icelanders	12
Swedes	38
Norwegians	42
Russians (other than Mennonites and Doukhobors)	49
Australians	4
Total	3,388

Representing 8,380 souls.

Of a total of 1,024 entries made in August by persons coming from the United States to Canada, 231 were from North Dakota, 175 from Minnesota, 82 from Iowa, 60 from the State of Washington, 59 from Michigan, 49 each from South Dakota and Wisconsin, 45 from Illinois, and 30 each from Montana and Nebraska.

Lands Patented During August, 1906.

An abstract of letters patent, covering Dominion lands, situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued from the Department of the Interior during the month of August, 1906, is as follows:—

LAND PATENTED DURING AUGUST, 1906.

Nature of Grant.	No. of Patents	No. of Acres
British Columbia Homesteads	4	646.90
British Columbia Sales	6	362.35
Coal lands sales	1	312.15
Homesteads	669	105,745.09
Manitoba Act Grants		
Mineral Rights		
Northwest Half-breed Grants	14	2,095.77
Parish Sales		
Quit Claim Special Grants	1	
Railways:		
Calgary and Edmonton Ry. Co.		
Calgary and Edmonton Ry. Co., (Under Rights)		
Canadian Northern Ry. Co.	26	8,142.89
Can. Pac. Ry. Grants	14	31,312.20
Can. Pac. Ry. Grants (Souris Branch)	26	88,724.60
Can. Pac. Ry. Grants (Souris Branch under Rights)		
Man. and Northwestern Ry	17	267.54
Man. Southwestern Col. Ry	37	7,801.32
Qu'Appelle, Long Lake and Sask. Rd. and Steamboat Co.	7	2,487.38
Sales	18	2,126.53
School Land Sales	10	1,463.68
Special Grants	3	8.43
Yukon Territory Sales		
Totals	853	251,496.83

In August, 1906, the number of patents issued was 786, covering an area of 147,872.46 acres, showing an increase during August, 1906, of 67 in the number of patents issued and of 103,624.37 acres in the area patented.

Land Sales by Companies.

LAND SALES OF CANADA NORTH-WEST LAND COMPANY DURING AUGUST 1906-1905.

	Acres.	Price obtained.
August, 1906	4,646.47	$ 56,692.64
" 1905	18,209.72	116,698.44
Decrease, 1906	13,563.25	60,005.44
From Jan. 1 to Aug. 31, 1906	51,510.91	495,534.73
" " 1905	88,551.25	567,466.44
Decrease 1905	37,040.34	71,931.71

Note.

Favourable reports were received with regard to the operations of the *Lake St. John Colonization Society,* a large number of new settlers having been sent in since spring. During the past 10 years upwards of 17,000 new settlers have been sent in to the Lake St. John district through this society.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING SEPTEMBER, 1906.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals, Canada, and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work.

Department of Public Works.

CONSTRUCTION of a post office building at St. Mary's, Ont.; name of contractor, Robert Cameron, Almonte, Ont; date of contract, September 29, 1906; amount of contract, $22,500,00.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of wages, not less than the following:
Stonecutters	$ 0.40 per hour, 8 hrs p. day
Bricklayers	0.30 " 10 "
Masons	0.30 " 10 "
Builders' labourers	0.17½ " 10 "
Stair builders	0.30 " 10 "
Joiners	0.20 " 10 "
Carpenters	0.17½ " 10 "
Lathers	0.20 " 10 "
Plasterers	0.30 " 10 "
Painters and glaziers	0.20 " 10 "
Plumbers & steamfitters	0.25 " 10 "
Sheet metal workers	0.25 " 10 "
Blacksmiths	0.15 " 10 "
Ordinary labourers	0.13½ " 10 "
Driver, 1 horse and cart	0.25 " 10 "
" 2 horses and wagon	0.35 " 10 "
Timekeeper	0.15 " 10 "

Department of Railways and Canals.

Improvements to East branch of Holland River, Trent Canal; date of contract, August 30, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, not less than.
Labourers	$1.50 per day.
Driver, 1 horse & cart	2.25 "
" 2 horses & wagon	3.50
Dredge engineer	3.00 " 9 hours & board
" craneman	2.00 " 9 " "
" fireman	1.50 " 9 " "
" scowman	1.25 " 9 " "
" cook	1.25 " 9 " "
" watchman	1.25 " 9 " "
Tug captain	2.20 " 9 " "
" engineer	2.20 " 9 " "
" deckhands	1.25 " 9 " "

Erection of a swing bridge at Young's Point, Trent Canal; date of contract, August 28, 1906; amount of contract, $2,970.00.

Fair Wages Schedule.

Class of Labour.	Rate of Wages, per day of 9 hours not less than :
Structural iron workers....	$2.25
Rivetters	2.25
Carpenters	2.25
Labourers	1.50
Painters	2.25
Masons	4.00
Stonecutters	3.60

Construction of sidewalk along walls of Canadian Sault Canal lock; date of contract, September 4, 1906; amount of contract, $0,15 per square foot.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, not less than:
Carpenters	$2.50 per day of 9 hours.
Labourers	.19½ per hour.
Driver, 1 horse and cart....	2.75 per day of 9 hours.
" 2 horses and wagon	4.00 " 9 "

Construction of a turning basin and dock, etc., at Welland, Welland Canal; date of contract, September 10, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of Wages Per day of 10 Hours Not less than :
Carpenters	$2.25
Labourers	1.67
Hoist runners	2.25
Firemen	1.67
Blacksmiths	2.25
" helpers	1.67
Driver, 1 horse and cart....	2.25
" 2 horses and wagon	3.50

Painting of bridges on the Murray Harbour and Montague Branches Prince Edward Island Railway; date of contract, September 10, 1906; amount of contract, $0.07 7/8 per square yard.

Fair Wages Schedule.

Class of Labour.	Rate of wages, per day of 10 hours, not less than :
Painters	$1.50
Labourers	1.25

Filling pond east of railway station at Charlottetown, P.E.I., date of contract, September 10, 1906; amount of contract, $11,500.00.

Fair Wages Schedule.

Class of Labour.	Rate of wages, per day of 10 hours, not less than :
Labourers	$1.25
Blasters	1.50
Drillers	1.50
Driver, 1 horse and cart....	2.00
" 2 horses and wagon	3.00

Erection of a three stall engine house at Summerside, P.E.I.; date of contract, September 10, 1906; amount of contract, $3,150.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 10 Hours Not less than :
Carpenters	$1.50
Bricklayers	2.50
Blacksmiths	1.50
Roofers	1.50
Masons	2.25
Stonecutters	2.50
Painters	1.50
Labourers	1.25

Erection of freight car repair shop at Moncton, N.B.; date of contract, September 18, 1906; amount of contract, $56,630.00

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 10 Hours, Not less than :
Roofers	$1.75
Carpenters	1.75
Concrete mixers	1.50
Painters	2.00
Structural steel workers	2.00
Blacksmiths	2.00
Stationary engine, driver	2.00
" " fireman	1.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Department of Marine and Fisheries.

The construction of a wooden lighthouse tower on the Government wharf at Bronte, Ont; date of contract, August 22, 1906; amount of contract, $800.

Fair Wages Schedule.

Class of Labour.	Rate of Wages, not less than :
Carpenters	$ 0·35 per hour, 9 hrs p. day
Painters	0·27½ " 9 "
Blacksmiths	0·30 " 10 "
Labourers	0·20 " 10 "

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Order.	Amount of Order.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$378.57
Making and repairing rubber dating stamps and type; also other hand stamps	23.66
Supplying stamping material and boxes and repairing stamping pads	914.28
Supplying mail bags	3,504.41
Repairing mail bags	1,125.37
Making and repairing mail locks and supplying mail bag fittings	1,281.70
Supplying Railway Mail Clerks tin travelling boxes and repairing railway mail clerks' tin boxes, and parcel receptacles	82.50
Making and repairing miscellaneous articles of postal stores	17.35
Making up and supplying articles of official uniform	1,386.85

RECENT INDUSTRIAL INVENTIONS.

Particulars as to the inventions of which mention is made in this article will be found in the last number of *The Canadian Patent Office Record* issued by the Department of Agriculture.

DURING the month of April there were 419 patents issued in Canada. Of these 25 related to agriculture, 1 to fishing, 2 to lumbering and 9 to mining. There were 11 inventions concerning the construction of railways, 37 concerning the building trades and 98 concerning the metal industries. There were 23 electrical patents, 18 relating to woodworking, and 5 to the printing and allied trades. In the textile industries, there were 11 inventions, in clothing 31, in food and tobacco 24, and in leather 6. The inventions relating to the railway service numbered 28, and those relating to other means of transport numbered 35. There were in addition many important patents relating to miscellaneous industries.

Among the inventions relating to *agriculture* there were three ploughs, two hay forks, two incubators, two hedge trimmers, a machine for removing bolls from flax stalks, a weed destroyer, a mowing machine, a tonic for poultry, a cream separator, a fertilizer distributor, a liquid separator, an alarm for grain binders, a potato digger, a fruit picker, a lawn mower, a device for purifying seed, a corn harvester, a clover seed harvester, a transplanter for flowers and a manure spreader.

The only invention relating to *hunting* was a trap, and the only one relating to *lumbering* was a foundation for band saw frames.

The *mining* patents comprised a process of obtaining lead and silver from ores, three methods of reducing ores, an ore crusher, a rock drill, an apparatus for placer mining, a process of extracting precious metals, and a prospector's pick-axe.

Inventions concerning *railway construction* comprised five rail joints, one track laying machine, one railway frog, one ballast mower, one switch, one splice bar and guard rail, and one rail.

Among the inventions of interest to the *building trades* there were patented seven tools, three metal window frame sashes, two excavators, an apparatus for manufacturing fibrous fire proof sheets, and a process for producing decorations in relief.

The inventions relating to the *metal* trades were numerous, among the most important being four heaters, four furnaces, four boilers, a tube making machine, a coupling and bearing combined shaft and two pumps.

The *electrical* inventions included three power transmitting devices, two insulators, two dynamos, a trolley wire clamp and a storage battery.

The inventions affecting the *woodworking trades* comprised ten articles of furniture, two pianos, and four other musical instruments, a saw clamp and a method of drying laquered articles. Those relating to *printing* and allied trades comprised an ink distributor for presses, a coin operated printing machine and a lithographic printing machine.

Inventions relating to the *textile* industries included four spinning machines, two knitting machines and a blanket.

In the *clothing trades* there were four patents relating to dressmaking, six articles of wear, a process of cleaning feathers, two sewing machines and a sewing needle.

The inventions relating to the *preparation of food* included two filters, a corkscrew, flour sifter, dish washer a bottle washer, and a bottle sealing device, and three cooking apparati.

The patents relating to the *leather trades* consisted of a dress suit case, a trunk strap and five different parts of harness.

The *railway* inventions included three couplers, three fenders, three signals, a system of train control, a locomotive, a trolley, and a brake. The inventions relating to other means of transport included eleven tires, a dredge, a lifting jack, four propellors and an automobile.

Among the *miscellaneous* inventions there were eleven business utilities, three weapons, one pulley and one glass mould. There were five inventions relating to the manufacture of paper. Other inventions included a smoke consumer, a package case, an adding machine, and two processes for extracting turpentine from wood.

The Telegraphone System.

A new system of communication has recently been installed on the line of the Canadian Pacific Railway Company. The system is called a telegraphone, and by its means it is possible to telephone and telegraph over a single wire at the same time without interference. Through the courtesy of the company controlling the system the following facts have been furnished to the department:—

The telegraphone instruments are for the use of railroads, and connection is made with the ordinary telegraph wire used by the railway company for directing trains. It is possible to talk for a distance of from 60 to 75 miles through six telegraph instruments on the regular despatcher's wire. If the wire is not so heavily loaded it is possible to talk for any distance up to 200 miles. A set of instruments may be carried in the baggage car of the train, and by its use the train crew can talk to the despatcher from any point of the line. The time required to make connection is one minute. The telegraphone is connected to the telegraph wire by means of an extension pole with a clamp on the end which hooks over the wire without damaging it. The method may be learned in one demonstration.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF SEPTEMBER, 1906.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in the loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories inspectors of the province of Ontario, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 302 individual workpeople in Canada during the month of September, 1906, were reported to the Department of Labour. Of these 90 were fatal and 212 resulted in serious injuries. In addition, accidents to 22 workmen, of which 2 were fatal, were reported which took place prior to the beginning of the month, information with regard to which was not received before September. The number of fatal accidents reported in September, 1906, was 21 less than in the preceding month and 12 less than in September, 1905. The non-fatal accidents numbered 68 less than in August, 1906, and 2 more than in September, 1905.

Of 152 returns received during the month, giving the ages of the victims of industrial accidents, 21 referred to persons under twenty-one years of age, 44 to persons between twenty-one and forty-five and 5 to persons over forty-five; 82 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and groups of trades:—

Trade or Industry.	Killed.	Injured.	Total.
Agriculture	17	22	39
Lumbering	5	2	7
Mining	10	11	21
Building trades	3	20	23
Metal trades	3	35	38
Woodworking trades	.....	11	11
Printing and allied trades	.....	1	1
Clothing trades	1	3	4
Textile trades	.....	4	4
Food and tobacco preparation	.....	4	4
Leather trades	.....	1	1
Railway service	28	44	72
Navigation	4	5	9
General transport	7	11	18
Civic employees	.....	3	3
Miscellaneous	8	23	31
Unskilled labour	4	12	16
Total	90	212	302

Nature of Fatalities and Accidents.

The chief disasters of the month were, a head-on collision between freight trains at Medicine Hat, Alta.; two dynamite explosions, one at Kenora, Ont., and another at Finmark, Ont., a collision between a passenger train and a fruit special at Gourock, Ont.; a collision in the Ottawa river near Hudson, Que., between the steamers "Ottawan" and "Maude"; and an accident in oil fields at Tilbury, Ont.

Collision between Freight trains at Medicine Hat, Alta.

Two freight trains came together in a head-on collision between Dunmore Junction and Medicine Hat, Alberta, on the night of August 31-September 1. The trains were going at a high speed at the time, and both engines were badly damaged and several freight cars wrecked. The engineers of both engines received injuries which proved fatal a short time afterwards. Members of the train crews were also more or less severely injured. The disaster was alleged to be due to the night operator at Dunmore Junction giving erroneous orders to the conductor on one of the trains.

Dynamite explosion in the Vicinity of Kenora, Ont.

Three Scandinavians working with a construction gang on the line of the Grand Trunk Pacific Railway were engaged in blasting in a rock cut near the Winnipeg River in the vicinity of Kenora, Ont., on September 16. They had sprung one hole and were loading another before it had cooled properly when an explosion occurred and the men were instantly killed.

Dynamite Explosion at Finmark, Ont

On September 19, three construction hands were killed by the premature explosion of a dynamite cap and eight others more or less seriously injured. This disaster occurred in a Grand Trunk Pacific tunnel at Finmark, Ont.

Collision between a Regular Passenger train and a Fruit special at Gourock, Ont.

On the morning of September 22 the Grand Trunk mixed train which leaves Guelph, Ont., at 6 a.m., and a fruit special from St. Catharines met head-on almost two miles from Guelph wrecking the two engines with three freight cars, instantly killing the engineer on one of the trains and inflicting injuries, which proved fatal, on a fireman and brakeman. A coroner's inquest was held, but had not rendered a verdict up to the end of the month.

Collision between the "Ottawan" and "Maude" near Hudson, Que.

On the morning of September 27 the steamer "Ottawan" while en route to Ottawa, Ont., came in collision with the steamer "Maude" on the Ottawa River near Hudson, Que. The bow of the "Ottawan" entered the side of the steamer "Maude" as far as the pilot house and the latter at once foundered carrying down the engineer, the stewardess of the vessel and a cattle drover.

Fatality in Oil Field at Tilbury, Ont.

On September 22 an employee at an oil well at Tilbury, Ont., was sent to pick out some shaving and other small pieces of wood inside the tank, as the oil and gas began to flow. The owner not seeing him return went to his assistance and found him asphyxiated by the gas from the crude oil. While trying to rescue him the owner also was asphyxiated, and died on the following day.

The Record by Trades and Industries.

Agriculture.—There were 17 fatal accidents in this industry reported in September, 6 less than in the previous month, and 3 less than in September, 1905. Six farmers were killed by live stock, 3 by being run over, 3 by being struck by lightning, 2 by falls, 2 by machinery and 1 by drowning while driving cattle. The serious accidents numbered 22, 9 of which were caused by falls, 5 by live stock, 5 by machinery, and 1 each by being struck by an engine, by a blast and by falling material.

Lumbering.—There were 5 killed and 2 seriously injured during September, 1906. In the preceding month there were 4 killed and 10 injured, and in September, 1905, 11 killed and 14 injured. Falling trees killed 2 loggers, and contact with machinery, explosion of a boiler and drowning caused each the death of a worker. The 2 accidents were due to contact with machinery.

Mining.—In this industry during September, 1906, 10 workers were killed, and 11 received serious injuries. In September, 1905, there were 9 killed and 4 injured, and in August, 1906, 10 killed and 15 injured. Of the deaths, 4 were due to falling material, 2 to explosions of dynamite, 2 to being electrocuted, 1 to being run over by a tram car and 1 to a fall. Seven were injured seriously by falling material, 2 by machinery, 1 by a fall and 1 by an explosion of dynamite.

Building trades.—Three were killed and 20 injured during September, 1906, compared with 7 killed and 37 injured in the preceding month, and 7 killed and 20 injured in September, 1905. One of the fatalities was due to the victim being struck by a derrick boom, 1 to a fall from a building, and 1 to a fall from a scaffold. Of the minor accidents, 16 were due to falls, 2 to machinery, 1 to falling material, and 1 to being struck by a derrick boom.

Metal trades.—There were 3 fatal and 35 non-fatal accidents among this group during September, 1906, compared with 7 fatalities and 37 accidents in the preceding month, and 11 killed and 30 injured in September, 1905. Two of the fatalities were caused by falling material and 1 by the victim being caught in belting. Of the accidents, 18 were caused by machinery, 9 by falling material, 4 by falls, 2 by molten metal, 1 by an explosion of gas, and 1 by the victim getting crushed between two pigs of tin.

Woodworking trades.—There were 11 non-fatal accidents during September, 1906, the same number as in August last, compared with 1 killed and 11 injured in September, 1905. Ten of the accidents were due to contact with saws or machinery, and 1 to a fall in an elevator.

Printing and allied trades.—In these crafts there was only 1 minor accident during September, a pressman at Brantford, Ont., having his hand crushed by a machine. In the previous month there were 3 minor accidents, and in September, 1905, 2.

Clothing trades.—In September, 1906, a shoe factory hand in Quebec, Que., was killed and 3 others seriously injured by the breaking of an elevator cable, the carriage falling 60 feet. There were no accidents in this group in the preceding month, and 4 minor accidents in September, 1905.

Textile trades.—Four non-fatal accidents occurred during September, 1906, 2 due to machinery, 1 to a fall and 1 to escaping steam. In August last there were 2 injured, and 6 in September, 1905.

Food and tobacco preparation.—In September there were 4 workmen more or less injured in these trades, as against 2 killed and 9 injured in August last, and 1 killed and 5 injured in September of last year. One was injured by an explosion of gasolene, 1 by a fall, 1 by a kick from a horse and 1 by the slipping of a bread knife.

Leather trades.—A trunk maker on September 12 had his hand crushed by being caught in a machine. In August, 1906, there was one fatality and 2 accidents, while there were no accidents in this group in September, 1905.

Railway service.—Twenty-eight railway employees were killed and 44 injured during September, 1906. In August last the record was 27 killed and 46 injured, and in September, 1905, 11 killed and 26 in-

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF SEPTEMBER, 1906.

Trade or industry.	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Agriculture—						
Farmer	Dunmore, Ont.	Sept. 3		1	Badly bruised	Fell from a wagon.
"	Mull, Ont.	" 4	1			Kicked by a horse.
"	Berwick, N.S.	" 2	1			Dragged by cow over cliff and drowned.
"	Merlin, Ont.	" 4		1	2 ribs broken	Gored by bull.
"	Bright, Ont.	" 7	1			Kicked by a horse.
"	Cypress River, Man.	" 3	1			In a runaway.
"	Woodstock, N.B.	" 5		1	Arm broken	Struck by engine at crossing.
"	Esterhazy, Sask.	" 8	1			Run over by load of grain.
"	Cayuga, Ont.	" 2	1			Thrown from horse.
"	Murillo, Ont.	" 14		1	Concussion of brain	In a runaway.
"	Innerkip, Ont.	" 19		1	Concussion of brain	Struck by handle of windlass.
"	Smith Tp., Ont.	" 20	1			Trampled to death by team.
"	Kingston, Ont.	" 21		1	Seriously injured	Vehicle collided with street car.
"	Long Point, Ont.	" 20	1			Treshing machine fell on him.
"	Huntingdon, Que.	" 27		1	Loss of arm	Caught in corn cutting machine.
"	Belœil, Que.	" 27		1	Foot crushed	Caught in hay press.
"	Pelham, Ont.	" 14		1	Body bruised	Fell from mow.
"	Salisbury, N.B.	" 4		1	Internal injuries	Fell from barn staging.
"	Shediac, N.B.	" 15		1	Arm cut	Kicked by horse.
"		" 17		1	Arm broken	Kicked by cow.
"	Wingham, Ont.	" 21		1	Collar bone broken	Struck by a horse.
"	Kleinburg, Ont.	" 27		1	Loss of arm	Caught in thresher.
"	Clarenceville, Que.	" 24		1	Leg lacerated	By delayed blast.
Farm hand	Iron Hill, Que.	" 27		1	Hands lacerated	Thrown from buggy.
"	Berlin, Ont.	" 5		1	Body crushed	Wheel of vehicle passed over him.
"	Erin, Ont.	" 18	1			Run over by load of manure.
"	Kenora, Ont.	" 17	1			Gored by a bull.
"	Brookside, Sask.	" 25		1	Leg crushed and broken	Run over by traction engine.
Farmer's son	Guelph, Ont.	" 1		1	Leg broken	Fell off load.
"	Middleton, Ont.	" 4		1	Face hurt	Kicked by a horse.
Cheese maker	High Bluff, Man.	" 5	1			Run over by loaded vehicle.
Thresher	St. Guillaume, Que.	" 26		1	Body crushed	Fell into factory churn.
"	Guelph, Ont.	" 6		1	Arm badly bruised	Struck on arm by piece of flying machinery.
"	Brandon, Man.	" 13	1			Caught in pulley of thresher.
Cattle buyers	Cartwright, Sask.	" 21	1			Fell from load impaled on pitchfork.
"	Near Battleford, Sask.	" 8	3			Struck by lighting.
	Hudson, Que.	" 27	1			Drowned in collision between 2 steamers.
Lumbering—						
Logger	Wahnapitae, Ont.	" 21	1			Tree fell on him.
"	New Westminster, B.C.	" 20		1	Hand gashed	By glancing of axe.
	Doaktown, N.B.	" 21	1			Tree fell on him.
Saw mill hand	St. Anaclet, Que.	" 13		1	Loss of hand	Contact with circular saw.
Lumber sorter	New Westminster, B.C.	" 1	1			Contact with machinery.
Forest ranger	Canoe Lake, Ont.	" 26	1			Drowned, canoe upset.
Night watchman at mill	Jacquet River, N.B.	" 7	1			Explosion of boiler.
Mining—						
Miner	Ecum Secum, N.S.	" 1	2			Explosion of dynamite.

Miner	Phœnix, B.C.	Sept.	1	1		Electrocuted in mine.
"	Springhill, N.S.	"	1		1 Spine injured	Caught in "booms" of transit trolley.
"	Greenwood, B.C.	"	3	1		Electrocuted while adjusting wires.
"	Sydney Mines, N.S.	"	7		1 Head and back injured	By fall of coal.
"	Glace Bay, N.S.	"	3	1		Run over by tram car.
"	"	"	11	1		By fall of coal.
"	"	"	11	1		"
"	"	"	15		1 Body scalded	Fell into vessel of hot water.
"	Sydney Mines, N.S.	"	14		1 Head injured	By fall of coal.
"	"	"	14		1 Arm broken	"
"	Sault Ste. Marie, Ont.	"	23	1		By fall of cage in shaft.
"	Glace Bay, N.S.	"	26	1		By fall of stone.
"	"	"			1 Leg broken	By fall of coal.
"	Rossland, B.C.	"	9		1 "	By fall of rock.
"	Mount Sicker, B.C.	"	15		1 "	"
"	Moyie, B.C.	"	5		1 Hand crushed	Caught between timber and rock.
Quarryman	Sherkston, Ont.	"	1		1 Foot injured	Large stone fell on it.
"	Owen Sound, Ont.	"	21	1		Struck by 40 lbs stone from blast.
"	Hull, Que.	"	24		1 Loss of eye	Explosion of dynamite.
Building trades—						
Carpenter	Westwood, Ont.	"	1		1 2 wrists broken	Fell from roof.
"	Peterborough, Ont.	"	22		1 Body bruised	"
"	Quebec, Que.	"	13		1 Loss of finger	Contact with saw.
"	Hamilton, Ont.	"	26		1 Arm broken	Planks fell on it.
"	"	"			1 Finger broken	"
Building contractor	Ottawa, Ont.	"	28		1 Concussion of brain	Fell from a ladder.
Roofer	Sydney Mines, N.S.	"	9		1 Head injured	By fall from roof of house.
Plumber	Mitchell, Ont.	"	1		1 Arm gashed	Knife slipped while cutting pipe.
Bricklayers	Windsor Mills, Que.	"	20		2 Heads cut	Staging collapsed fell on him.
Painters	Winnipeg, Man.	"	10		5 Seriously injured	Scaffold broke, fell 30 ft.
"	Windsor, Ont.	"	14		1 Broke his arm	Fell from scaffold.
Builders' foreman	Niagara Falls, Ont.	"	11		1 Head cut	Struck by derrick boom.
"	Montreal, Que.	"	15	1		"
Builders' labourer	Winnipeg, Man.	"	4	1		Fell 5 stories.
"	Niagara Falls, Ont.	"	4		1 Leg broken	Fell from scaffold.
"	Windsor Mills, Que.	"	20		2 Internal injuries	Staging collapsed fell 30 ft.
"	Hamilton, Ont.	"	1	1		Fell from scaffold 30 ft.
Metal trades—						
Machinist	Peterborough, Ont.	"	7		1 Head injured	Pulley weighing 48 lbs. fell on it.
"	Kingston, Ont.	"	6		1 Loss of arm	Caught in machinery.
"	Brantford, Ont.	"	4		1 Foot crushed	Trailer passed over it.
"	London, Ont.	"	1		1 Face and shoulder burned	Explosion of gas.
"	Toronto, Ont.	"	8		1 Loss of 3 fingers	Caught in chain of hoist.
"	"	"	18		1 Internal injuries	Fell from ladder.
"	Windsor, Ont.	"	5		1 Loss of finger	Contact with circular saw.
"	Montreal, Que.	"	27	1		Iron armature fell on him.
"	London, Ont.	"	17		1 Hand crushed	Caught in elevator.
"	Toronto, Ont.	"	5		1 Leg broken	Fell off roof.
"	Toronto Junction, Ont.	"	6		1 Hand crushed	Lump of coal fell on it.
"	Mispec, N.B.	"	13	1		Struck by lever of sluice gate.
"	Black Lake, Que.	"	24		1 Head cut	Thrown from vehicle.
Brass worker	Toronto, Ont.	"	27		1 Loss of 2 fingers	Caught in machinery.
Moulder	Beauharnois, Que.	"	10	1		Caught in belting.
"	Guelph, Ont.	"	20		1 Eyes badly burned	Splashing of molten metal.
"	Toronto, Ont.	"	27		1 Skull fractured	Hoist weight fell on him.
"	London, Ont.	"	15		1 Foot crushed	Iron casting fell on it.
"	"	"	26		1 Hand crushed	Contact with machine.
"	Toronto, Ont.	"	14		1 Eye burned	Splashing of molten metal.
"	Bowmanville, Ont.	"	14		1 Loss of 3 fingers	Caught in press.
"	Bracebridge, Ont.	"	13		1 Loss of part of fingers	Bar of iron fell on hand.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF SEPTEMBER, 1906.

Trade or industries.	Locality.	Date.	Killed.	Injured.	Nature of injury.	Remarks.
Electrical worker	Hamilton, Ont	Sep. 12		1	Loss of 2 fingers	Caught in machinery.
" "	Toronto, Ont	" 26		1	Skull fractured	Weight fell on head.
" "	Peterborough, Ont	" 17		1	Loss of 2 fingers	Caught in buzz planer.
Lineman	Toronto, Ont	" 11		1	Fracture of hip	Fell 30 feet from pole.
Blacksmith	Brantford, Ont	" 4		1	Nose broken	Struck by piece of steel.
Sawyer	Peterborough, Ont	" 4		1	Hand crushed	While adjusting a belt.
Tool sharpener	London, Ont	" 18		1	Loss of thumb	Contact with emery wheel.
Mattress maker	"	" 14		1	Loss of hand	Caught in machinery.
Tube mill worker	Guelph	" 15		1	Loss of 1 finger	"
Sheet metal worker	Hamilton, Ont	" 14		1	Hand lacerated	Contact with machinery.
" "	Toronto, Ont	" 27		1	Loss of finger	Caught in press.
" "	"	" 28		1	Hand crushed	Caught in punching machine.
" "	Hamilton, Ont	" 11		1	Internal injuries	Strained himself while lifting two boxes of tin plates.
" "	"	" 12		1	Hand crushed	Between two pigs of tin.
" "	Toronto, Ont	" 7		1	"	Caught in lathe.
Agricultural impl'nt worker	Brantford, Ont	" 14		1	Arm broken	Struck by piece of wood from plough.
Woodworking Trades—						
Woodworker	Ste. Therese, Que	" 8		1	Thumb and 1 finger amputated	Contact with saw.
"	New Westminster, B.C.	" 20		1	Loss of part of 3 fingers	Caught in planer.
"	Brantford, Ont	" 18		1	Loss of part of 2 fingers	Contact with saw.
"	Toronto, Ont	" 6		1	Hand cut	"
"	"	" 17		1	Loss of finger	Contact with buzz saw.
"	Wingham, Ont	" 21		1	Loss of thumb	"
Carriage maker	Montreal, Que	" 20		1	Loss of hand	Caught in machinery.
"	Brantford, Ont	" 18		1	Loss of 3 fingers	Contact with jointer.
Furniture worker	Stratford, Ont	" 14		1	Hand lacerated	By band saw.
Piano worker	Kingston, Ont	" 28		1	Concussion of brain	Fell down elevator shaft.
Pattern maker	Peterborough, Ont	" 24		1	Lost 2 fingers	Caught in planer.
Printing and Allied Trades—						
Pressman	Brantford, Ont	" 3		1	Hand crushed	Caught in machine.
Clothing Trades—						
Shoe factory worker	Quebec, Que	" 20	1			Fell with freight elevator 60 ft.
" "	"	" 20		3	Seriously injured	" "
Textile Trades—						
Fireman in cotton mill	Cornwall, Ont	" 4		1	Scalp wounds and scalds	Escape of steam from a valve.
Spinning mill hand	Guelph, Ont	" 25		1	3 fingers lacerated	Caught in machinery.
Cotton mill worker	Cornwall, Ont	" 22		1	Arm broken	By fall from ladder.
" "	Hamilton, Ont	" 20		1	Hand crushed	Caught in gearing.
Food & Tobacco preparation—						
Cook	Windsor, Ont	" 2		1	Badly burned	Explosion of gasolene in stove.
Biscuit maker	London, Ont	" 26		1	Head and body injured	Fell down elevator shaft, 1½ stories.
Baker's assistant	Toronto, Ont	" 27		1	Hand gashed	By slipping of bread knife.
Butcher	London, Ont	" 22		1	Body badly bruised	Kicked by a horse.

Leather Trades—							
Trunk maker	London, Ont.	Sep.	12		1	Hand bruised	Caught in machinery.
Railway Service—							
Conductor	Near Port Arthur, Ont.	"	17		1	Hip injured	Bridge collapsed, engine fell.
"	Muirkirk, Ont.	"	20		1	Leg crushed	Caught between cars.
"	Eton Bridge, Ont.	"	24		1	Leg broken	Timber fell off car on it.
Engineer	Dumfries, Ont.	"	21	1			In head-on collision between freights.
"	Iona, N.S.	"	22		1	Badly scalded	Derailment of engine.
"	St. Charles, Que.	"	4	1			Head-on collision.
"	Medicine Hat, Alta.	"	1	1			" "
"	"	"	1	1			" "
"	Napanee, Ont.	"	21	1			" "
"	"	"	21		1	Legs and arms hurt	" "
"	Near Port Arthur, Ont.	"	17		1	Head cut	Bridge collapsed, train fell.
"	Gouroch, Ont.	"	22	1			Head-on collision.
"	Sundridge, Ont.	"	22		1	Body scalded	" "
"	Macleod, Alta.	"	26	1			Derailment of engine.
Brakeman	Canfield, Ont.	"	1		1	Collar bone broken	Derailment of train.
"	Swansea, Ont.	"	10	1			Fell from train.
"	Bathurst, N.B.	"	3		1	Shoulder dislocated	Fell from engine.
"	Cornwall, Ont.	"	6		1	Loss of leg	Run over by train.
"	Windigo, Ont.	"	10	1			In collision between hand car and coach train.
"	Gouroch, Ont.	"	22	1			Head-on collision.
"	Iona, N. S.	"	22		1	"	Derailment of engine.
"	Sundridge, Ont.	"	22		1	Scalded	Head-on collision.
"	Simcoe, Ont.	"	20		1	Head cut	Struck by engine.
"	Peterborough, Ont.	"	22		1	Loss of arm	Cut off by train.
"	London, Ont.	"	21		1	Body crushed	Struck by engine.
"	St. Vincent de Paul, Que.	"	24	1			Run over by train.
"	Toronto, Ont.	"	8	1			Thrown from moving train by glancing collis'n.
"	Petit Roche, N.B.	"	1		1	Shoulder dislocated	Fell from engine.
"	St. Joseph de Béauce, Que.	"	14	1			Caught between cars.
Fireman	Medicine Hat, Alta.	"	4		1	Leg amputated	In head-on collision.
"	Marlbank, Ont.	"	8	1			Run over by engine.
"	Medicine Hat, Alta.	"	4		1	Injured internally	In head-on collision.
"	Goderich, Ont.	"	1		1	Body scalded	Derailment of engine.
"	Napanee, Ont.	"	21		1	Back hurt	Head-on collision.
"	"	"	21		1	Head cut	" "
"	Goderich, Ont.	"	22		1	Probably fatal injuries	" "
"	"	"	29		1	Seriously burned	By escape of steam.
"	Iona, N.S.	"	22		1	Internal injuries	Derailment of engine.
"	Sundridge, Ont.	"	22	1			In head-on collision.
"	Toronto Junc., Ont.	"	21		1	Thigh and arm bruised	Struck by engine.
"	North Bay, Ont.	"	30	1			Head caught between bumpers.
Section foreman	Sarnia, Ont.	"	10	1			Run over by train.
" "	Trainors Cut, Ont.	"	7		1	Both legs broken	While on "jigger" struck by train.
Sectionman	"	"	7		1	Leg broken	" " "
"	Welland, Ont.	"	5		1	"	Iron rail fell on it.
"	Beaver, Man.	"	11		1	Leg amputated	Run over by train.
"	Bow Island, Alta.	"	9	1			"
Cook on work train	Windigo, Ont.	"	10	1			In collision between hand car and work train.
Night watchman in yard	Creston, B. C.	"	7	1			Assaulted while on duty.
Roundhouse employee	London, Ont.	"	17		1	Foot crushed	900 lb. iron ball fell on it.
" "	Niagara Falls, Ont.	"	12		1	Face and head cut	Struck by cinder hoist at round house.
" "	Winnipeg, Man.	"	23	1			Struck by engine.
Flagman	London, Ont.	"	11		1	Head and face cut	" "
Construction hands	Near Kenora, Ont.	"	15	3			Explosion of dynamite.
" "	Finnhart, Ont.	"	19	3			" "
" "	"	"	19		8	More or less injured	" "
" "	Near Battleford, Sask.	"	24	1			Run over by hand car.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF SEPTEMBER, 1906.

Trade or Industry.	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Construction hand	North Battleford, Sask.	Sept. 24		1	Internal injuries	Run over by hand car.
Trackman	Ottercliffe, Ont.	" 7		1	Leg broken	Rail fell on it.
"	Guelph, Ont.	" 8		1	Both legs broken	Struck by train.
Navigation—						
Deck hand	Hamilton, Ont.	" 17		1	Loss of foot	Caught in rope while vessel neared wharf.
Stewardess	Hudson, Que.	" 27	1			Drowned in collision of strs Ottawan & Maude
Engineer	"	" 27	1			" "
Tug engineer	Indian Cove, Que.	" 8	1			Drowned, fell overboard.
Longshoreman	St. Joseph de Levis, Que.	" 9	1			Drowned, fell off vessel.
"	Montreal, Que.	" 10		1	Leg crushed	Merchandise fell on it.
"	Quebec, Que.	" 24		1	Arm injured	Iron dogs flew out of piece of timber.
"	Montréal, Qué.	" 28		1	Hand gashed	Caught in a pulley.
Ship builder	Sorel, Qué.	" 27		1	Concussion of brain	Fell into hold, 17 feet.
General transport—						
Teamster	Montréal, Qué.	" 1	1			Heavy piece of machinery fell on him.
"	Toronto, Ont.	" 6		1	Back hurt	Kicked by horse.
"	"	" 3	1			Thrown to ground in collision.
"	"	" 17	1			Thrown from vehicle in collision with street car
"	Port Arthur, Ont.	" 18		1	Arm broken	In runaway.
"	Ridgetown, Ont.	" 21	1			Logs from load fell on it.
"	Quebec, Que.	" 25		1	Hip dislocated	In a runaway.
"	Toronto, Ont.	" 21		1	Body bruised	Collision with express train.
"	"	" 21		1	Head cut	Collision with street car.
"	Guelph, Ont.	" 13		1	Foot badly cut	Fell 14 feet from hay mow.
"	Brandon, Ont	" 25	1			Iron girder fell off load striking him on head.
"	North Hatley, Que	" 26		1	Arm broken	Thrown from vehicle.
Livery stable employee	Montreal, Que.	" 10	1			Kicked by a horse.
Electric railway employee	Hamilton, Ont.	" 10		1	Concussion of brain	Fell from car.
" "	Winnipeg, Man.	" 24	1			Trolley ran over him.
" "	Shisler's Point, Ont.	" 14		1	Arms broken	" "
" "	Toronto, Ont.	" 6		1	Knee cap broken	Fell from car.
" "	"	" 21		1	Side bruised	Collision with automobile.
Civic employees—						
Civic repair man	Toronto, Ont.	" 12		1	Body bruised	Fell down elevator shaft.
Policeman	Fort William, Ont.	" 23		1	Side pierced by bullet	Fired upon by prisoner.
"	Montréal, Que.	" 30		1	Shot in arm and neck.	While arresting a burglar.
Miscellaneous—						
Employee in gas works	Toronto, Ont.	" 8		14	More or less burnt	By explosion of gas.
Carbide worker	Merritton, Ont.	" 10		1	Loss of 1 finger	Caught in machinery.
Employee in pulp mill	Cornwall, Ont.	" 4	1			By escape of steam from a digestor.
" "	"	" 4		1	Badly scalded	" "
Cement mill worker	Marlbank, Ont.	" 8	1			Run over by motor in mill.
" "	"	" 5		1	Face injured	Struck by wood from saw.
Messenger boy	Winnipeg, Man.	" 5		1	Loss of Arm	Run over by street car.
"	Toronto, Ont.	" 8		1	Leg broken	Fell from bicycle.

Brick yard employee	Hamilton, Ont.	Sept.	13	1			Run over by car of brick.
Delivery employee	Toronto, Ont.	"	3	1			Collision with street car.
Clerk (hardware)	Hamilton, Ont.	"	1		1	Loss part of finger	Heavy weight fell on it.
"	Toronto, Ont.	"	27		1	Lost 2 fingers	Caught in machine.
Warehouseman	Montreal, Que.	"	11	1			Drowned, fell off wharf.
Furrier	"	"	11		1	Leg and foot crushed	Caught between elevator and landing.
Head waitress	Ottawa, Ont.	"	14	1			Burned to death in hotel fire.
Well driller	Ellice, Ont.	"	29		1	Skull fractured	Derrick fell on him.
Oil well owner	Merlin, Ont.	"	22	1			Asphyxiated by gas in tank.
" worker	"	"		1			" "
Unskilled labour							
Labour	Niagara Falls, Ont.	"	7	1			Drowned, fell from cribwork.
"	London, Ont.	"	3		1	Face and arms burnt	By explosion of coal oil.
"	Niagara Falls, Ont.	"	6		1	Internal injuries	Fell off power house.
"	Welland, Ont.	"	4		1	Leg broken	Trench caved in on him.
"	Owen Sound, Ont.	"	13	1			Rock from blast struck him.
"	Edmonton, Alta.	"	20		1	Internal injuries	Cave in of earth.
"	Brantford, Ont.	"	3		1	Foot crushed	Casting fell on it.
"	"	"	4		1	"	Wheel of hand car passed over it.
"	"	"	20		1	Loss of part of 3 fingers	Sawing cordwood, hand came in contact with saw.
"	Sackville, N.B.	"	4		1	Loss of 2 fingers	Caught in machine.
"	Quebec, Que.	"	11		1	Leg broken	By fall of a deal.
"	One mile house, N.B.	"	17		1	Nose broken, &c.	Fell into trench of water main.
"	London, Ont.	"	17		1	Leg broken	A 900 lb. weight fell on it.
"	Magog, Que.	"	22		1	Internal injuries	Cave in of sand bank.
"	Oxford, Que.	"	25	1			Run over by train.
"	Montreal, Que.	"	28	1			A scaffold fell on him.

ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN SEPTEMBER.

Farmer	Low Banks, Ont.	Aug.	19		1	Arm broken	While attending live stock.
"	Welland, Ont.	"	24	1			Fell from horse.
Sawmill hand	Waubaushene, Ont.	"	29	1			Caught in shafting.
Foreman miner	Niagara Falls, Ont.	"	30		1	Concussion of brain.	Struck by stone from blast.
Lather	"	"	28		1	Eye injured	Struck by flying fragment.
Electrical worker	Peterborough, Ont.	"	27		1	Hand crushed	Piece of machinery fell on it.
"	"	"	24		1	Hand gashed	By slipping of knife.
"	Hamilton, Ont.	"	20		1	Lost part of hand	Caught in screw machine.
"	"	"	31		1	Scalp wound, &c.	Fell 12 feet in elevator shaft.
Sheet metal worker	"	"	21		1	Hand torn	Caught in soldering machine.
"	Toronto, Ont.	"	31		1	Right hand crushed	Caught in a press.
Foundry worker	"	"	21		1	Foot crushed	Iron beam fell on it.
Woodworker	Hamilton, Ont.	"	31		1	Loss of 1 finger	Caught in shaper.
"	Owen Sound, Ont.	"	29		1	Loss of 2 fingers	Caught in machine.
Belting factory worker	Hamilton, Ont.	"	31		1	Hand crushed	Caught in mangle.
Tanner	Acton, Ont.	"	23		1	Hand gashed	Caught in machine.
Brakeman	Air Line Junc., Ont.	"	30		1	Internal injuries	Caught between cars.
Firemen	London, Ont.	"	31		1	Face and hands burned	At a fire.
Miner	Moyie, B.C.	"	25		1	Arm broken	By fall of coal.
"	Coal Creek, B.C.	"	13		1	Collar bone broken	Caught between car and roof.

jured. Ten of the 28 deaths were due to collisions, 6 to explosions of dynamite, 5 to falling from trains or engines, 3 to being run over by cars, 2 to being caught between cars, 1 to derailment of engine, and a night watchman in yard at Creston, B.C., died from injuries received in an assault made upon him while on duty. Of the non-fatal accidents 10 were due to collisions, 8 to being struck by trains, 5 to derailments, 8 to explosions, 4 to falling material, 4 to falls, 3 to being run over and 2 to being caught between cars.

Navigation.—In this group, 4 workmen were killed and 5 injured in September, as against 19 killed and 7 injured in August, and 10 killed and 8 injured in September, 1905. The 4 deaths were caused by drowning. Of the accidents 3 were caused by falling material, 1 by a fall, and 1 by being caught in a pulley.

General transport.—Seven deaths and 11 other accidents was the record in these trades for September. In August 5 workmen were killed and 23 injured, and in September, 1905, 4 killed and 23 injured. Of the 7 fatalities, 3 were due to collisions, 1 to falling material, and 1 to the kick of a horse. Seven of the accidents were due to falls, 3 to collisions, and 1 to a kick from a horse.

Civic employees.—Three civic employees were injured during September, a policeman at Fort William, Ont., and another at Montreal, Que., having received revolver shot wounds while arresting criminals, and a civic repair man at Toronto, Ont., was injured by falling down an elevator shaft. In August, the record was 1 killed and 6 injured, and in September, 1905, 1 killed and 7 injured.

Miscellaneous.—In the miscellaneous trades there were 8 fatal and 23 non-fatal accidents in September just past, in August the record was 1 killed and 11 injured, and in September, 1905, 8 killed and 18 injured. Two of the deaths were due to asphyxiation by gas in an oil tank, 2 to being run over by cars, 1 to a collision, 1 to an escape of steam from a digestor, 1 to drowning and 1, the head waitress of the Gilmour Hotel, Ottawa, Ont., to being burned to death in a fire. Fourteen of the accidents were due to an explosion of gas at the Toronto gas works, 4 to machinery, 2 to falling material, 2 to falls, and 1 to an escape of steam from a digestor.

Unskilled labour.—Four labourers were killed and 12 injured in September. In August, 4 were killed and 12 injured, and in September, 1905, 6 killed and 14 injured. A labourer at Niagara Falls, Ont., fell from some cribwork and was drowned, a rock from a blast struck and killed a labourer at Owen Sound, Ont,. a labourer at Orford, Que., was run over by a train and killed, and a scaffold fell and crushed to death a labourer at Montreal, Que. Falling material injured 4 workmen, caveins of earth, etc., 3, machinery 2, falls 2, and an explosion of coal oil 1.

RECENT INDUSTRIAL ARBITRATIONS AND AGREEMENTS.

THE department is indebted to the Manager of the Toronto Railway Company for a copy of the following awards by a conciliation committee and by a board of arbitrators in the matter of certain recent differences between the company and its employees:—

Report of Conciliation Committee.

Whereas at a meeting of the employees of the Toronto Railway Company, it was decided that there were certain grievances against the Company which, if not adjusted, would cause a strike; and whereas a conciliation Committee consisting of W. H. Moore, James Gunn and R. J. Fleming, named by the Toronto Railway Company, and John Williamson, Joseph Gibbons and J. W. Griffin, named by the employees of said Company, has been appointed pursuant to Clause 12 of an Agreement made between the Toronto Railway Company and a Committee of the Employees dated June 22nd 1904 to consider such grievances, the Committee begs to report as follows:

That whereas the Committee of the employees presented to the Conciliation Com-

mittee an alleged grievance and difference as follows, viz.:—

"That the Company had reinstated men who participated in the Winnipeg strike and had dismissed or suspended men for alleged abuse and interference with them; and the Committee demands that the men who had participated in the strike should be removed from the cars and that the men so dismissed or suspended for alleged abuse and interference should be reinstated and reimbursed for lost time".

That the said Committee has investigated and considered such alleged grievance and demand, and begs to report that it has been unable to agree, and decided that the alleged grievance and demand as above mentioned should be submitted to a Board of Arbitration as provided for in Section 12 of the above mentioned Agreement.

It was further agreed that the Conciliation Committee should adjourn until Thursday next, May 3rd, at 4 o'clock p.m., and that the members of the Committee named by the Company should name two citizens to act upon behalf of the Company, and the members named by the employees should name two citizens to act upon behalf of the employees as provided for in Section 12 of the said Agreement.

The Conciliation Committee then adjourned.

(Signed) "JAMES GUNN."
"JOHN WILLIAMSON."

April 30th, 1906.

Report of Board of Arbitrators.

To All To Whom These Presents Shall Come. Greeting;—

Whereas certain disputes arose between the Toronto Railway Company and its Employees which involved matters that were regarded as being covered by the 12th Clause of a certain Agreement made between the said parties bearing date the 22nd day of June, 1904, and pursuant to the said Clause the parties proceeded to lay the said matter in dispute before the Conciliation Committee as therein provided, which said Committee failed to agree upon an amicable adjustment thereof, and thereafter the said Employees named as Arbitrators upon their behalf,—James Simpson, Esq., and David A. Carey, Esq., and the said Railway Company named as Arbitrators upon their behalf,—Frank B. Polson, Esq., and K. J. Dunstan, Esq., all pursuant to terms of the 12th Clause of the aforesaid Agreement.

And whereas the said four arbitrators proceeded to hear the parties aforesaid and having heard the statements of the various persons connected with and interested in the said disputes, the Exhibits and Documents produced and filed, and the arguments advanced for the respective contentions and being unable to agree upon an adjustment thereof, duly appointed the Hon. J. P. Mabee as Fifth Arbitrator pursuant to the provisions of the said 12th Clause.

And whereas since his appointment the said Fifth Arbitrator has perused all the evidence taken upon the said reference as well as the said Exhibits and Documents and heard arguments as to the respective contentions.

Now, know ye that the said Board of five Arbitrators do make and publish this their award in writing of and concerning the said matters in difference so referred and do hereby award, order, determine and direct:—

(1) The Railway Company in the management of their Road, and affairs connected with the Company, have the inherent right of engaging and removing Employees in their own discretion without let, hindrance or molestation, subject only to the special provisions of the Agreement of June 1904 and any laws of the land relating to or affecting such employment.

(2) The Railway Company were justified in refusing to either dismiss or remove from the cars to some other branch of the Company's service, the three Employees who were alleged to have participated in the Winnipeg Strike.

(3) In making dismissals of Employees charged with interfering with the said three men, the Managament of the Railway Company acted in perfect good faith.

(4) In connection with the very full

and prolonged statements of the facts presented to this Board, many matters have been elicited that were not before the Management of the Railway Company when the said dismissals were made and the Board believes, after much anxious consideration, that it is in the best interests of all concerned that the Company should reinstate to their former positions all the men dismissed.

(5) No evidence has been submitted to the Board upon the question of compensation, and application has been made to open up the case for the purpose of hearing such evidence, and a counter application has been made to give evidence, upon the case in chief for the Company, but the Board deems the better course to take is to admit no further evidence upon either side, but to leave the matter of compensating all or any of the men to the judgment of the Company.

(6) The Company shall pay the expense and charges of the Arbitrators appointed upon their behalf, the Employees shall pay the expense and charges of the Arbitrators appointed upon their behalf, and the Company and Employees shall bear equally all other expenses, charges and disbursements including those of the Fifth Arbitrator.

Witness—

(Sgd.) "G. HARRINGTON."

(Signed.)

"J. P. MABE." (Seal)
"F. B. POLSON." (Seal)
"K. J. DUNSTAN." (Seal)
"JAMES SIMPSON." (Seal)
"DAVID A. CAREY." (Seal)

Terms of an Agreement Between the Builders' Exchange, Winnipeg, and their Employees.

In connection with a strike which took place in the building trades at Winnipeg during September a resolution was submitted by the central committee of the employees on strike and, after certain amendments by the Builders' Exchange, was adopted, as given below, by both parties. Upon the mutual signing of this resolution the strike was declared off.

"This committee will enter into an agreement with the Builders' Exchange. Providing they will take all men back to work who are now out on strike, and will use their best endeavours to avoid such causes of friction as have lead up to the present strained relations, which includes the injunction now placed upon the Journeymen Plumbers. And in the future, will agree to give preference to union labour whenever available and also in letting contracts, that the union shall be allowed to use every legitimate means to persuade non-union men to join the various unions of their respective trades. And in the event of trouble arising between employers and employees, the trouble to be settled by arbitration, as soon as both parties, employer and employee, have received due notice.

The arbitrators chosen are: 1. Messrs. A. W. Puttee and A. M. Nanton, and 2. Messrs. Alex. Macdonald and R. T. Riley, these four to select a fifth and any three to be a quorum.

It is always understood that nothing in this proposal shall be interpreted to interfere with the existing agreements between any section of this Exchange and their men, except the arbitration clause: and does not interfere with the disputes between the plumbers and iron workers and their men, except to extend our good wishes towards an amicable settlement thereof."

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of Departments and Bureau were received at the Department of Labour, Ottawa, during September, 1906.

DOMINION REPORTS.

Mining Statistics of Canada.

Mining Statistics of Canada. Summary Report of the Geological Survey Department, 1906. Ottawa, King's Printer, 1906.

The Summary Report of the Geological Survey Department, Canada, for 1906 shows that in that year the total mineral production of Canada was valued at $68,574, 707, compared with $60,073,897 in the previous year. The total non-metallic products amounted to $31,123,827 and the metallic products amounted to $37,150,830. The value of products the returns for which had not been received were estimated at $300,000. Among the metals the chief products were gold, of which the value was $14,486,833. Nickel was next in value being produced to the amount of 18,876,315 lbs., to the value of $7,550,526. Copper came third with a production of 47,597,502 lbs. to the value of $7,420,451. Silver was produced to the amount of 5,974,875 oz. to the value of $3,605,957. Of the metal productions, the most important was coal the value of which amounted to $17,658,615. The only other mineral of over $1,000,000 value was asbestos

which was produced to the extent of $1,486,659. There was produced 1,346,547 barrels of Portland cement, which was valued at $1,913,740. Other building materials including bricks, stone and lime, were produced to the value of $6,095,000.

ONTARIO REPORT.

Report of the Registrar of Friendly Societies.

Detailed report of the Inspector of Insurance and Registrar of Friendly Societies, Ontario; transactions for the year, 1905. Toronto, King's Printer.

This report is presented in three divisions relating respectively to insurance corporations licensed by the Dominion Government, insurance companies licensed by the Provincial Government and registered friendly societies. Under the third heading the proceeding of the various friendly societies registered for the transaction of insurance in Ontario during 1905 are set forth. Comparative tables are added with reference to life insurance or benefits in the nature thereof, and sick and funeral benefits as in force in the different societies. The total number of members on December 31, 1905, entitled to sick and funeral benefits was 78,975. The amount paid for sick benefits during the year was $469,225.88 and the amount paid for medical attendance $67,627.39. The total membership of societies issuing life insurance was 264,310 and the insurance in force ammounted to $1,437,614,195.38. The amount of insurance benefits paid during the year was $2,268,140.25.

BRITISH REPORT.

Trades Unions of the United Kingdom.

Report of proceedings of the trades Union Congress and The Board of Trade Labour Gazette, Great Britain, September, 1906.

The thirty-ninth annual congress of the Trade Unions of the United Kingdom was held at Liverpool on Monday, September 3rd. The standing orders of the Congress provide that it shall consist only of representatives of trade unions who are actually working at their trades at the time of their appointment, or are permanent paid officials of the unions they represent. Trade unions may send one delegate for every 2,000 members or fractions thereof, but many of the trade unions do not send the full number of delegates to which they are entitled. The following analysis into groups of trades is published in the Board of Trade Labour Gazette of Great Britain for September, 1906, as showing the composition of the trades and the trade groups represented, compared with the corresponding figures for the Congress of 1905:—

Groups of trades.	1905.			1906.		
	No. of Organisations.	No. of delegates.	No. of members.	No. of Organisations.	No. of delegates.	No. of members.
Building	8	23	157,594	9	23	133,350
Mining and quarrying	13	98	447,453	12	100	442,431
Engineering	14	24	127,234	17	31	132,317
Shipbuilding (including Boiler Making)	3	21	59,400	4	23	70,525
Other metal trades	20	37	58,531	19	36	61,003
Textile trades	12	91	757,276	13	93	162,568
Clothing	8	23	50,140	8	25	55,506
Transport (Land and Sea)	16	11	131,576	15	48	137,092
Chemical, Gas and General Labourers	9	24	62,220	8	23	62,371
Printing, Bookbinding, etc	12	20	51,078	12	21	52,714
Pottery and glass	6	8	8,149	7	8	6,335
Woodworking and furnishing trades, etc	7	9	28,814	8	11	29,224
Baking and cigar making	2	4	6,991	2	4	7,000
Enginemen	9	15	23,636	12	15	25,048
Post Office employees	4	7	45,749	4	7	50,032
Miscellaneous	11	13	43,673	15	21	54,795
Total	154	458	1,469,514	165	489	1,484,101

The report in the Labour Gazette continues:— "The number of organizations accounted for in the above statement is 165, but allowing for the number of distinct societies included in Federations and also sending delegates of their own, members of about 226 separate trade unions attended Congress as delegates this year out of a total of about 1,148 unions in existence. The membership represented, however, comprised nearly 80 per cent of the total membership of all trade unions. The number of organizations represented this year was 11 more than in 1905, and the total membership was greater by 14,587. The building trades group showed a falling off in membership owing to the absence of the Stonemasons' Society, but the net increase was fairly distributed over a considerable number of trades.

UNITED STATES REPORTS.

Incorporation of Trade Unions.

Part III of the Annual Report for 1906 of the Massachusetts Bureau of Statistics of Labour. Pages 125 to 244. Wright and Potter Printing Company, State printers, Boston.

The question of the incorporation of trade unions is dealt with in a comprehensive manner in a bulletin recently issued by the Massachusetts Bureau of Statistics of Labour. After a brief introductory statement relating to the origin and progress of trade unions in Great Britain and America, and to the main purposes of trade unionism, the results of an extensive canvass among representative men in various walks of life with reference to the question whether trade unions should be responsible organizations or purely voluntary associations, are set forth. To 963 letters of inquiry sent out by the department, replies were received from 301 persons. These are given in full, the opinions of employers, opinions of labour leaders, opinions of the public and opinions of lawyers being grouped separately. To the inquiry whether the incorporation of trades unions would be inimical to the interests of the same, 75 replies were received in the affirmative and 105 in the negative, 56 per cent of the former and 10 per cent of the latter being from labour leaders. A complete analysis of the replies received to other inquiries of a kindred nature is also given in the bulletin. Appended to the bulletin is the full text of the laws relating to the incorporation of trade unions in the United States, Great Britain, the British colonies and other countries is given. The Taft Vale decision is also quoted in full, with a bibliography for the use of those desiring to make a thorough study of the origin, development and present status of trade unions.

Wages and Cast of Living, 1890 to 1905.

Bulletin of the Bureau of Labour, Department of Commerce and Labour, Washington, July, 1906.

The July issue of the Bulletin of the United States Bureau of Labour contains an extensive body of statistics relating to wages and hours of labour in the manufacturing industry of the United States during the period 1890 to 1905, and of retail prices of food during the same years. The articles set forth the results of an investigation conducted by the Bureau in 1905, and afford an opportunity of comparing the wages of employees in a number of identical establishments in all the year of the period from 1890 to 1905 inclusive. Average wages were shown to be 1.6 per cent higher in 1905 than in 1904 and 18.9 per cent higher in 1905 than the average for the 10 year period from 1890 to 1899 inclusive, while weekly earnings were 52.3 per cent higher in 1905 than during the 10 year period above mentioned. The retail price of the principal articles of food was 12.4 per cent higher in 1905 than was the average price for the 10 year period from 1890 to 1899 inclusive. The purchasing power of an hour's wages in 1905 was stated to be 5.8 per cent greater and of a week's wages 1.4 per cent greater compared with the average for the same 10 year period. The Bulletin describes *in extenso* the method by which these and other important calculations were made and the material collected, together with extended tables of wages classified according to occupations, and of prices classified according to commodities and localities, with charts and diagrams illustrative of the fluctuations during the period covered.

Kansas Industrial Statistics.

The bulletin of the Bureau of Labour and Industry, Kansas, for 1905; State Printing Office, Topeka. p. 153.

The Kansas Bureau of Labour and Industry resumed with the present volume the system of issuing its report annually instead of biennially as in previous years since 1901. The Bulletin for 1905 contains statistics relating to manufacturing industries, labour organizations, trade disputes, the enforcement of labour legislation and the proceedings of the eighth annual convention of the State Society of Labour and Industry. In the section dealing with labour organizations, tables are given showing the condition, occupation and employment of labour, wages, strikes, labour organizations, trade disputes, the enforcement of labour legislation and the proceedings of the eight annual convention of the State's Society of Labour and Industry. In the section dealing with labour organizations, tables are given showing the condition, occupation and employment of labour, wages, strikes, labour disputes, accidents, etc., the information being based upon returns received from 119 organizations.

West Virginia Labour Statistics.

Ninth Biennial Report of the Bureau of Labour of West Virginia, 1905-06, Charleston, The Tribune Printing Company, pp. 266.

The material contained in this report is presented in five chapters dealing with the following subjects:—Statistics of manufactures, new industries, the report of the Free Employment Bureau, the report of the Department of Inspection, with a chapter including references to the Conference of National Civic Federation on Immigration, the conference of the officials of the Association of Bureaus of Labour Statistics of America, a chronology and directory of bureaus of labour, the labour laws of West Virginia, and recommendations.

OTHER REPORTS RECEIVED.

Canada.—Report concerning Canadian Archives for the year 1905. Vol. II.

Canal statistics for the season of navigation, 1905. Published by Department of Railways and Canals.

Laboratory of the Inland Revenue Department, Canada. Bulletin No. 123 Canned Meats.

Ontario.—Annual Report of the Agricultural Societies of Ontario for the year 1906. (Fairs and Exhibitions).

Proceedings of the Ontario Association of Architects. Sixth Annual Volume, June, 1906.

Great Britain.—Return of Extracts relating to Coal from the Reports received from H.M., Diplomatic and Consular Officers abroad for 1904 and 1905 and from such reports received since the date of the similar return issued October 1904.

Copy of statistical tables relating to emigration and immigration from and into the United Kingdom in the year 1905, and report to the Board of Trade thereon.

Thirteenth Annual Report of His Majesty's Inspectors of Explosives being their annual report for the year 1905.

Annual Report of the Chief Inspector of Factories and Workshops for the year 1905.

New South Wales.—The Industrial Arbitration Reports and Records Vol. V, Parts I. and II., 1906.

United States.—Twenty-second Annual Report of the Department of Inspection. —Workshops, Factories and Public Buildings 1905.

Italy.—Saggio Bibliografico degli Articoli contenuti in Riviste Italiane e Straniere sulle Questioni del Lavaro Anno II, 1905.

Paraguay.—Boletin Trimestral Nno 1. Num 1.

TRADE DISPUTES DURING THE MONTH OF SEPTEMBER.

THERE were five more trade disputes in existence in Canada during September than in August. The number of work people affected was also greater, and the loss of working days showed an increase. The strike in the building trades at Winnipeg, Man., affecting 4,000 men, and the strike of coal miners at Coal Creek, B.C., affecting 800, were chiefly responsible for these increases.

Number and Magnitude.—The total number of trade disputes in Canada reported to have been in existence during September was 29. There were 2 disputes which were ended during August, but of which information was not received until September. There was an increase of 5 in the number of disputes compared with the previous month and of 9 compared with September, 1905. About 255 establishments and 7,000 employees were directly affected, and 150 employees indirectly affected by new disputes during the month. Including those which were in existence prior to the beginning of the month, there were in all about 310 firms and 9,850 employees affected directly or indirectly.

Loss of time in working days.—The loss of time to employees through trade disputes during September was approximately 97,140 compared with 39,125 in August, and 57,200 in September, 1905.

Trades affected by new disputes.—The following trades were affected by new disputes during the month:—

Trades	Number of Disputes
Lumbering	1
Mining	2
Building Trades	4
Woodworking Trades	1
Food and Tobacco preparation	1
Transport	5
Unskilled Labour	1
Total	15

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces:—

Province	Number of Disputes
Quebec	4
Ontario	5
Manitoba	2
Alberta	3
British Columbia	1
Total	15

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause	Number of Disputes
For higher wages	8
For higher wages and shorter hours	3
For arbitration	1
For 'closed shops'	1
Against employment of non-unionists	1
Against dismissal of certain employees	1
Total	15

Methods of settlement.—Of the 29 disputes which were in existence, 18 were terminated, leaving 9 with regard to which no settlement was reported during the month. Ten disputes were settled by negotiations between the parties concerned. The remaining 8 were terminated without negotiations. In four cases, the men found employment elsewhere and in the other four, work was resumed on the employers' terms.

Results of disputes.—The employers were successful in 4 disputes which were terminated during the month, the employees were successful in four and in three a compromise was reached. Work was resumed in two cases pending final adjustment. In one case, the employees of one establishment secured an adjustment of their differences while the employees of a second which was affected by the same dispute remained on strike. The other four disputes lapsed by the men obtaining employment elsewhere.

Disputes Commenced Prior to the Beginning of September.

The disputes which commenced prior to September 1, no settlement of which had been reported to the Department up to that date were strikes of planing mill

hands at Etchemin, Que., coal miners at Lethbridge, Alta., plumbers, at Winnipeg, Man., builders' labourers at Calgary, Alta., brass moulders at Montreal, Que., iron moulders at Hamilton, Ont., rolling mill employees at Montreal, piano workers at Toronto, Ont., cap workers at Montreal, Que., and Toronto, Ont., lithographers, at Montreal, Que., and civic labourers at Calgary, Alta.

Strike of Sawmill Hands at Etchemin, Que.

The strike of employees of the Gravel Lumber Company, at Etchemin, Que., which began on August 21, was terminated on September 13. According to the company the men stopped work without giving any notice, and subsequently through a labour union, which the company would not recognize, made a demand for an increase in wages of 20 per cent and the dismissal of a foreman. The company further alleged that summer wages were adjusted last May and according to understanding should have prevailed throughout the season.

The dispute ended in a compromise, the men accepting an increase of ten cents per day, from $1.25 to $1.35 per day, the original demand having been for an increase of 25 cents per day.

Three hundred men were involved in this dispute.

Strike of Coal Miners at Lethbridge, Alta.

The Department was informed in September by the Miners' Union at Lethbridge, Alta, that the strike of employees of the Alberta Railway and Irrigation Company at that place which began on March 5 was still in existence. Although a number of the strikers had obtained work elsewhere, many were still out of employment, and it was claimed that the company had not succeeded in filling their places.

Strike of Plumbers at Winnipeg, Man.

The strike of plumbers at Winnipeg, Man., which began on July 3, was unchanged during September. The employers stated that they had sufficient men to carry on the work in hand. This dispute led to a sympathetic strike in the Building Trades, which is described below, and the settlement of which had no effect on the plumbers' strike.

Strike of Labourers at Calgary, Alta.

Information was received during September that the strike of 22 labourers, employed by the Alberta Supply Construction Company, which took place on August 16, was terminated two days later when the firm granted the demand of the men for an increase in wages from 25 to 30 cents per hour.

Moulders Strikes.

The strike of moulders in the employ of Messrs. Kerr and Coombes at Hamilton, affecting 33 men, was settled on September 5, an increase of 10 cents per day being given. The strike of the same class employed by the Canadian Iron and Foundry Company was reported still unsettled at the end of September.

No report was received during Septemember of any settlement of the strike of 17 brass moulders, declared at Montreal, Que., on August 16.

Strike of Rolling Mill Employees at Montreal, Que.

The strike of the employees of the Montreal Rolling Mills Company, which began on August 20, was declared off on the 28th of the month, the men in all departments having resumed work.

Strike of Piano Workers at Toronto, Ont.

In connection with the strike of piano workers for an increase in wages and other concessions, at Toronto, Ont., it was reported that a number of the men had obtained other employment and that the employers claimed to be able to conduct operations with new men. The demands of the men were for an increase of 15 per cent in wages, closed shops, the abolition of the contract system and the limitation of the number of apprentices.

Strikes of Cap Workers at Toronto, Ont.

The strikes of cap makers at Toronto, Ont., one of which was declared on June 26 and the other on July 26, were declared

off by the Union on September 1, the employees returning to work on the old conditions.

Strike of Lithographers at Montreal, Que.

On October 3, it was reported by one of the firms affected by the strike of lithographers and transferers at Montreal, Que., that the companies were unaffected by the strike, and that the strikers had failed to obtain their demand for a reduction in hours.

Strike of Civic Labourers at Calgary, Alta.

In connection with the strike of labourers in the employ of the city of Calgary for an increase in wages, which took place on August 15, it was reported that the men had obtained work elsewhere at an advanced rate.

New Disputes.

The more important strikes which began during the month of September were among saw mill hands at Buckingham, Que., coal miners at Coal Creek, B.C., and Frank, Alta., building trades at Winnipeg, Man., and Calgary, Alta., match factory employees at Etchemin, Que., freight-handlers at Fort William and Port Arthur, Ont., and teamsters at Toronto, Ont.

Strike of Sawmill Hands at Buckingham, Que.

On September 12 the employees of The James MacLaren Lumber Company, at Buckingham, Que., declared a strike. According to a report received from a representative of the men, the cause of the dispute was the desire for higher wages, it being alleged that the majority of them were only receiving 12 1-2 cents per hour. It was stated that about 350 men were directly affected by the dispute and 50 indirectly. No settlement was effected during the month. The company refused to have differences settled through conciliation by an official of the Government of Quebec.

A strike of Coal Miners at Coal Creek, B.C.

On September 22nd the coal miners of the Crow's Nest Pass Coal Company at Coal Creek, B.C., declared a strike.

According to the company 800 men were directly involved in the dispute, but according to the Miners' Union there were about 1,100 men directly involved and 100 indirectly. In addition to the Crow's Nest Pass Company all the smelters and the Great Northern and Canadian Pacific Railway Companies, which obtained their fuel from this company were indirectly affected.

According to the men the object of the dispute was to get all non-union men to join the union, there being about sixty men who were not members.

It was alleged by the company that the strike was declared in violation of article 2 of the agreement between the company and the union, dated May 23rd, 1905, which read as follows:—

"It is understood that the pit committee is to meet the pit boss or mine manager, and endeavor to settle the trouble, but in case of their disagreement it shall be referred to the superintendent of the company, and the president of the local union, or such person or persons as he may designate to accompany or represent him; should they fail to agree, it shall be referred to the general manager of the company and the district president of the United Mine Workers of America for adjustment; should they fail to agree it shall be referred to either the president of the company, or the general manager of the company, and to the president, or a national board member of the United Mine Workers of America. Meantime in all cases, the miners, mine labourers, and other parties involved must continue at work, pending an investigation and adjustment and until a final decision is reached in the manner above set forth; provided always that in the event of neglect or failure to reach a unanimous decision within one month after the reference to the president or general manager, and the president of the United Mine Workers of America, or national board member, the men shall be at liberty to suspend or cease work, if they so wish."

It was further declared by the Company that when the question was discussed of inserting a clause in the agreement providing there should be no discrimination by either party against union or non-union men, it was stated by the president of the district union that they could not undertake such action as would result in closing the mines down without the consent of their national president. The national board representative also stated, "I know one thing, and that is that President Mitchell would never allow a strike to force a few men into the union." The company claimed that this clause was omitted upon the request of the representatives of the union and upon the understanding that there would be no strike on account of the employment of non-unionists.

On the other hand, it was alleged by the men that the agreement was broken almost monthly in one mine or another by the company and that if one article of the agreement is violated, the whole is broken. It was claimed that although it was a common understanding that each man working at Coal Creek and Fernie coke ovens, should sign the agreement, yet some of the fire bosses and machinists refused to sign, and that the company was letting those who signed withdraw from the agreement. It was further asserted that the company had violated the clause of the agreement declaring that all customs that had prevailed at the mines should be as heretofore by introducing the payment of wages by cheque instead of by cash. Another new custom was introduced by which all new men have to sign another agreement stipulating that the wages be paid on the fifteenth, provided that it fall on a Saturday or on the first Saturday after the fifteenth. The Miners' Union objected to this agreement on the ground that it might be used to hinder the passage of legislation that might be introduced providing for the fortnightly or weekly payment of wages.

The company claimed that payment by cheque instead of by currency meant nothing more than that the men were handed a cheque at one wicket and got their money at another two feet away, and that the new agreement had no more effect than giving notice of the day of payment which had prevailed ever since the camp had been in existence.

No settlement of the dispute was effected during the month.

Lockout of Coal Miners at Frank, Alta.

On Saturday, September 22, the employees of the Hill Crest Coal and Coke Company at Frank, Alta., were paid off and discharged, the manager claiming that he could not pay the existing prices and conduct the mine at a profit. On July 16, a strike of the coal miners of this company had taken place, owing to the refusal of the company to agree to a new rate of wages proposed by the men. The manager was away at the time and the men went back to work on the promise that the matter would be considered on the return of the manager. According to a despatch in the press, it was claimed by the manager that the average cost of production was $1.89 per ton and the addition of 10c per ton for royalty brought the price up to $1.99. The average selling price was $1.70, making a loss of 29c per ton. It was further declared that the manager would not treat with the union but would meet a committee of the employees and that he proposed operating with non-union men. The mine was not re-opened during the month, but some additions and improvements were being made.

Strike in the Building Trades at Winnipeg, Man.

The strike of plumbers which began at Winnipeg, on July 3, in which 32 firms and 180 men were affected, continued throughout September. Negotiations were carried on between representatives of the Builders' Exchange and of the Building Trades Council with a view to inducing the employing plumbers to refer the matters in dispute to arbitration. The master plumbers, however, refused to agree to arbitration, declaring that they had enough men to do all the work they had on hand. Only a small portion of the master plumbers are members of the Builders' Exchange. On September 17, a sympathetic strike was declared by all the building trades unions of Winnipeg, with the object of compelling the master plumbers to arbitrate. According to a report received from the Builders' Exchange, about 200 firms and 4,000 employees were affected directly by the dispute. On September 27, all those connected with the sympathetic strike returned to work, an agreement having been reached in the form of a resolution which was passed by the Builders' Exchange and signed by the president of the Exchange and by the chairman of the Central Committee of the Building Trades Unions.*

It was alleged by the Builders' Exchange that the strike of the bricklayers

*A copy of the resolution terminating the strike, is given on another page in the article on Recent Industrial Arbitrations and Agreements.

TABLE OF TRADE DISPUTES DURING THE MONTH OF SEPTEMBER.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH											
Lumbering—											
Planing millhands	Etchemin, Que.	Demand for increase in wages from $1.25 to $1.50 per day	1	.....	300	.....	50	.....	Aug. 10	Sept. 13	Compromise. Men accepted increase of 10 cents per day.
Mining—											
Coal miners	Lethbridge, Alta.	Demand for increase in wages and other changes	1	.....	500	.....	.....	.....	Mar. 9	.....	No settlement reported at end of month.
Building Trades—											
Plumbers	Winnipeg, Man.	Demand for increase in wages, 8 hour day and union shops	32	.....	175	.....	.....	.....	July 3	.....	No settlement reported at end of month.
Builders' labourers	Calgary, Alta.	Demand for increase of wages and recognition of union	1	.....	22	.....	.....	.....	Aug. 16	Aug. 18	Increase granted.
Metal Trades—											
Brass moulders	Montreal, Que.	Refusal to work with a suspended member of union	1	.....	17	.....	.....	.....	" 16	.....	No settlement reported at end of month.
Iron moulders	Hamilton, Ont.	Demand for increase in wages	1	.....	13	.....	.....	.....	" 29	.....	No settlement reported at end of month.
Iron moulders	Hamilton, Ont.	Demand for increase in wages	1	.....	33	.....	.....	.....	" 24	Sept. 5	Increase granted.
Rolling mill employees	Montreal, Que.	Against change in method of payment	1	.....	1,175	.....	.....	.....	" 20	Aug. 28	Matters in disputes amicably settled.
Woodworking Trades											
Piano workers	Toronto, Ont.	Refusal of employers to sign an agreement involving closed shops, increase in wages and other changes	8	.....	600	.....	.....	.....	" 31	.....	Many of the men obtained employment elsewhere; employers claim to be running factories with new men.
Clothing Trades—											
Cap workers	Montreal, Que.	Against employment of non-unionists	1	.....	20	.....	.....	.....	May 3	.....	No settlement reported at end of month.

Cap workers	Toronto, Ont.	Against discharge of an employee and for recognition of union	1		9	June 26	Sept. 1	Strikers returned to work under old conditions.
Cap workers	Toronto, Ont.	In sympathy with other cap workers on strike	1	15	2	July 26	" 1	
Printing Trades—								
Lithographers	Montreal, Que	Demand for shorter hours	4	50		Aug. 9	Sept. 29	Employers claimed to be not affected.
Unskilled Labour—								
Civic labourers	Calgary, Alta.	Demand for increase in wages	1	12		" 15		Men found employment elsewhere at an increase.

DISPUTES WHICH BEGAN DURING THE MONTH

Lumbering—								
Sawmill hands	Buckingham, Que	Demand for increase in wages	1	350	50	Sept. 12		No settlement reported at end of month.
Mining								
Coal miners	Coal Creek, B.C.	Refusal to work with non-union men	1	800	100	" 22		No settlement reported at end of month.
Coal miners	Frank, Alta.	Lock-out. Refusal of Company to agree to new rate of wages proposed by men	1	75		" 22		No settlement reported at end of month.
Building Trades—								
Building trades	Winnipeg, Man.	For principle of arbitration in labour disputes	200	4,000		" 17	Sept. 26	Resolution re arbitration passed and signed by both parties.
Building trades	Calgary, Alta.	Demand of carpenters for increase in wages	24	400		" 15		No settlement reported at end of month.
Carpenters	Windsor, Ont.	Adoption of closed shops	8	85		" 15	Sept. 21	Men obtained employment elsewhere.
Builders' labourers	Edmonton, Alta.	Demand for an 8 hours day and increase in wages				" 17	" 22	A compromise.
Woodworking Trades								
Match factory employees	Etchemin, Que.	Demand for increase in wages	1	145	55	" 20	" 22	Increase of 10 cents per day granted
Food and Tobacco Preparation—								
Cigarmakers	Winnipeg, Man.	Disagreement regarding bill of prices	2	30		" 20		One proprietor agreed to cease the work with regard to which the dispute arose and the men returned to work Sept. 21, the employees of other establishment (10) were still on strike at end of month.
Transport								
Ship liners	Montreal, Que.	Demand for increase in wages	2	150		" 4	Sept. 8	Some of the strikers places were filled others returned on old conditions.
Freight handlers	Fort William and Port Arthur, Ont	Demand for increase in wages	2	750		" 29		No settlement reported at end of month.
Street railway employees	Levis, Que.	Dismissal of four employees by the Company	1	40		" 20		No settlement reported at end of month.

TABLE OF TRADE DISPUTES DURING THE MONTH OF SEPTEMBER—*Continued.* DEPARTMENT OF LABOUR, CANADA. STATISTICAL TABLES, SERIES C. No. 69.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
Teamsters	Toronto, Ont.	Demand for increase in wages	1	.....	120	.....	.....	.....	" 4	Sept. 5	Company agreed to hold conference with representative of the men.
Teamsters	London, Ont.	Demand for increase in wages and shorter hours	3	.....	36	.....	.....	.....	" 14	" 15	Men returned to work with understanding that their claims would be settled within two weeks.
Unskilled Labour— Street labourers	St. Catharines, O.	Demand for a rate of 19 cents per hour with a 9 hour day	1	.....	20	.....	.....	.....	" 1	.....	Majority of workmen found employment elsewhere.

"Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where, after the declaration of a strike, some of the original strikers have returned to work or have had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention, moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours."

on which the success of the movement largely hinged, was irregular, the necessary two-thirds majority for the strike not having been obtained at the regular meeting on September 14, although, on the following day ,at another meeting, the strike was declared by a small vote. It was further claimed that many non-union carpenters, painters and plumbers continued at work during the strike.

While this dispute was in progress, it was estimated that fully $25,000 per day was being lost in wages by the men.

Strike in the Building Trades at Calgary, Alta.

On September 4, the members of the United Brotherhood of Carpenters and Joiners, No. 1759, and of the Amalgamated Society of Carpenters and Joiners at Calgary, Alta., requested a conference with the Calgary Builders' Exchange on or before September 15, for the purpose of discussing a new schedule of wages. This request was refused and a strike was declared on September 18. The strikers were joined by the stonecutters, bricklayers, masons, plasterers, plumbers, painters and tinsmiths. The demand of the carpenters was for an increase in wages from 35c. to 45c. per hour. The contractors complained that the notice given was too short and that they would lose heavily on their contracts if the increase was granted. They offered, however, an increase to 40c. per hour to go into effect on January 1. No settlement had been reported, up to the end of the month. About 400 men and 24 firms were directly affected and work in the building trade was reported at a standstill.

Strike of Carpenters at Windsor, Ont.

During September a strike of carpenters took place at Windsor, Ont. According to a report received from the secretary of the Windsor Builders' Exchange, eight of the leading contractors were affected by the dispute. The Builders' Exchange stated that the strike began on September 15, owing to the attempt of the Carpenters' Union to enforce the principle of closed shops, and that it terminated on September 21 when the principle of open shops was established.

According to the men, the Builders' Exchange failed to keep their agreement and declared for open shops on September 1, 24 men being affected. It was also claimed that in a short time the strikers obtained work with other contractors.

Strike of Builders' Labourers at Edmonton, Alta.

A strike of hod carriers and builders' labourers was declared at Edmonton, Alta., on September 17, the men demanding a schedule of $2.50 for an eight-hour day. On September 22, a settlement was effected, a rate of $2.25 for a nine-hour day being granted until April, 1907, when the eight-hour day will go into effect. It was stated in the press that the Builders' Exchange had agreed to employ union men only and that the union agreed not to engage in a sympathetic strike.

Strike of Match Factory Employees at Etchemin, Que.

Employees in the match, wood and shooks factory of the Edson Fitch Company at Etchemin, Que., to the number of 200, went on strike on September 20 for an increase in wages. The strike was settled on the 22nd by the men receiving an advance of 10 cents per day.

Strike of Cigar Makers at Winnipeg, Man.

On September 20, the employees of two cigar factories at Winnipeg, Man., went on strike, owing to a disagreement in regard to certain terms in the bill of prices. The proprietor of one of the establishments agreed to cease to do the work with regard to which the dispute arose and an agreement was arrived at in this case after the employees had been out for one day. The proprietor of the other establishment refused to modify the practice followed in his factory so as to comply with the terms of the union bill of prices. About ten hands were still affected.

Strike of Ship Liners at Montreal, Que.

A strike of ship liners in the employ of the Donaldson and Canadian Pacific Steamship Companies occurred at Montreal, Que., on September 4. The cause was a demand for an increase in wages on the part of the men who were engaged chiefly in the erection of cattle fittings. The places of the men were filled and on September 8, application was made for re-employment by a number of the strikers.

Strike of Freight Handlers at Fort William and Port Arthur, Ont.

On September 29, some 750 freight-handlers in the employ of the Canadian Pacific Railway Company at Fort William, and the Canadian Northern Railway Company at Port Arthur, Ont., went on strike for an increase in wages. No settlement of the strike was reported at the end of the month, the companies being unwilling to grant the increase demanded, though offering to take the men back at current wages. The strike caused serious interruption to shipping.

Strike of Street Railway Employees at Levis, Que.

A strike of street railway employees of the Levis District Railway Company took place on September 20, and was reported as unsettled at the close of the month. The cause was a demand of the men for the reinstatement of four employees who, it was alleged, had been dismissed for belonging to the union. About 40 workmen were affected by the strike.

Strike of Teamsters at Toronto, Ont.

Some 120 teamsters in the employ of the Dominion Transport Company at Toronto, Ont., went on strike on September 4. The men had previously applied through the union for an increase in wages from $42 to $45 per month, and no reply had been received from the company. The strike was declared off on the following day when the company with other firms agreed to meet representatives of the union in conference.

Strike of Teamsters at London, Ont.

Teamsters to the number of 36 in the employ of three cartage companies at London, Ont., went on strike on September 14 for an increase in wages to $45 per month with shorter hours. The men returned to work on the following day, the employees of one company, numbering 23,

having obtained an understanding that a settlement of their claims would be made within two weeks. The employees of the other companies obtained in one case a rate of $42 per month, and in the other a rate of $45 per month with the understanding that the final agreement is to be based on the terms granted by the first company.

Strike of Street Labourers at St. Catharines, Ont.

A strike affecting 20 labourers employed on street excavation work occurred at St. Catharines on September 1. The men demanded a rate of 19c per hour which was stated to be the current rate for employees of this class in the locality, with a nine hour day, whereas the contractors were paying a rate of $1.60 to $1.75 for a ten hour day. Five of the men returned to work at $1.75 per day and the others found employment elsewhere. In reply to representations made by the Trades and Labour Council of St. Catharines, the City Council agreed to stipulate in future contracts for work for the city that the wages paid should be those current in the locality.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

QUEBEC CASES.

Injury due to Defective Apparatus.

PLAINTIFF, an employee of defendants, brought an action in the Superior Court at Montreal to recover damages for injuries sustained by him in the course of his employment. The injuries consisted in the loss of the little finger of the right hand and deprivation of the use of the third finger, and were alleged to have been sustained by reason of a crane, at which plaintiff was working, being out of order. Plaintiff further alleged that, being an inexperienced man, speaking very little English and understanding that language most imperfectly, he had not been properly or sufficiently instructed in the use of the crane. Defendants set up that the crane was in good condition, and that plaintiff had been well instructed as to its working, and that if any injury was sustained by him, it was through his own fault.

The Court found that the crane was not in good working order, and that it had been in that condition for many years. A catch for stopping the crane had not been in use for thirteen years, and a rope was used in its stead. This with a pin which was there might have been all right for an experienced man, but not for plaintiff, a Russian, with a limited knowledge of the English language, and who had to be instructed largely by signs. In the result the Court awarded plaintiff for damages, loss of wages and medical attendance the sum of $775 and costs.

(Skatckan v. G.T.R. ; 24th September, 1906 ; Curran, J.)

Damages Improperly Assessed by Jury.

In the case noted in the May number of the Labour Gazette,* upon an appeal by defendants on the ground that the damages assessed, viz. $5,000, were excessive, the Court of Review has by consent of both parties reduced the damages to the sum of $3,500.

It appeared that the jury in estimating the damages had taken into consideration the fact that the injured boy was intended by his parents to be a mechanic.

The Court held that the consideration by a jury of any such intention was illegal.

McCaffrey v. Goldstein ; 27th September, 1906 ; Court of Review.)

Illegal Hiring of Deserting Seaman.

In a case disposed of in the Court of Special Sessions at Montreal, Messrs. H. & A. Allan charged the defendant, Andrew Baile, a coal merchant, with illegally hiring seamen under the following circumstances: About two months ago

* See page 1284.

four firemen deserted from one of the Allan liners and it was alleged that the defendant hired the firemen to go to Toronto to work on lake steamers, promising higher wages than they received on ocean vessels. The contention of the complainants was that under the Merchant Shipping Act no person had a right to hire seamen except the shipping master. The Court, while finding that defendant had acted in good faith, nevertheless held that defendant was technically guilty of the offence charged and fined him $10.

(Rex. v. Baile; 2nd October. 1906; Choquet. J.)

Ship Deserters Punished.

John E. Olsen, a deck hand on the Dominion Coal Company's steamship "Borgested," was convicted of having deserted his ship and was sentenced to four weeks in jail and to forfeit all wages due him, as well as all effects of his remaining on the ship.

John Bishop, a deserter from the steamship "Victorian," who was arrested in Toronto and brought to Montreal for trial, was sentenced to twelve weeks in jail and to a like forfeit of wages and effects.

(Choquet., J. 4th September, 1906.)
(Piche, J.; 5th September, 1906.)

Accidents due to employment of Dangerous Methods.

In an action brought by the plaintiff, a widow, for damages for the death of her husband, who was killed by an explosion on the premises of defendant, a tanner, in the course of his employment, damages to the extent of $2,000 were awarded by a jury, apportioned $500 to the widow and $750 to each of her two minor children. The jury found that the accident had been caused through the negligence of defendant, in that he made use in the drying room of a lighted stove, by the heat of which to dry out skins which had been soaked in naphtha or gasolene, and which in consequence gave off a highly volatile and inflammable gas, ignition of which by the stove was the cause of the explosion. It was established by evidence that the system of tanning used by the defendant was dangerous, and was not used in other tanneries, which employed steam heat in the drying process, thus doing away with the danger of explosion arising from the contact of the volatile gas with fire.

(Feldman v. Galibert; 18th September, 1906; Doherty, J.)

ONTARIO CASES.

Damages Due to Unguarded Machinery.

The Court of Appeal for Ontario has dismissed an appeal from the judgment of a Divisional Court affirming the judgment at the trial, whereby the plaintiff was awarded damages to the amount of $1,200, in an action of negligence. Plaintiff, a man under the age of 21 years, was employed by defendants in their foundry in the town of Waterloo, and was on the 18th January, 1904, engaged upon work on boiler plates, when, as he alleged, he was thrown upon the machinery, and owing to its being unguarded his left arm was caught therein and badly crushed and injured. The trial judge held that the machinery was dangerous and should have been guarded, pursuant to the Ontario Factories' Act. This was affirmed by a Divisional Court.

(McBain v. Waterloo Mfg. Co.; 1st October 1906; Court of Appeal.)

Bar-Tender Fined for Breach of Liquor License Act.

Under the new License Act a bar-tender has been fined, at the same time as the proprietor of the hotel, for selling liquor during prohibited hours. Under the new law every bar-tender must be licensed, and by way of punishment for a breach of the Act, in addition to fine, the license of the bar-tender may be cancelled.* In the case in question a fine of $5 was imposed on the bar-tender, with a warning that a repetition of the offence would entail a cancellation of his license.

(Rex v. Whelan et al.; 12th September, 1906; Police Court.)

Farm Labourer's Wages Cases.

A Sheffield Township farmer was recently ordered to pay $40 wages and costs to a farm labourer in his employ. The complainant stated that he had hired for

* A reference to the provisions of this Act was published in the September issue of the *Labour Gazette*, p. 283.

seven months from March, at $10 a month and had worked industriously from sunrise to sunset daily except Sunday; that he could not get enough to eat without complaints on the part of his employer, and that his master threatened to hire another man and pay him out of complainant's wages, because he could not shock sheaves of grain as fast as the binder dropped them in the field. Complainant had been discharged by his master. The Magistrate found in favour of the complainant as above.

(Anon. ; Aylsworth, P. M., Tamworth.)

MANITOBA CASE.

Desertion of Service by Farm Hands.

Two Scotch immigrants, who came out to this country in the spring, took service under a verbal agreement that they were to work till "freeze up" for $10 a month. Subsequently, finding that they could procure better wages elsewhere, the employees deserted their service without notice, in consequence of which their employer was obliged to hire men in their places at two dollars a day, a large advance on the amount agreed to be paid to his original employees, thereby sustaining a serious loss. The employer thereupon laid a charge against the offenders before the Police Magistrate at Portage La Prairie for breach of their contract. In the result the defendants were fined or in default of payment were committed to jail for 14 days each.

(Rex vs. Lindsay & Millar; 17th August, 1906; Police Court)

BRITISH COLUMBIA CASE.

Decision in Favour of Sailor on Question of Desertion.

Plaintiff recovered a verdict of $2,000, from defendants, a wrecking company, for a wrecking voyage, which was to last three months.

At a port on the way back to the port from which the voyage commenced, the plaintiff demanded his pay, the three months having expired. The captain of the wrecking steamer said he could not pay the plaintiff until the vessel got to Victoria, the point of departure. The plaintiff went on shore and consulted a lawyer, and during his absence the wrecking steamer started for Victoria, leaving him behind. On suit being brought by plaintiff to recover his wages, the defendant company claimed that the plaintiff, by going ashore as above stated, had been guilty of desertion and had therefore forfeited his right to wages. The court held that the plaintiff was within his rights in going ashore to seek legal advice, and that no desertion had been shown within the meaning of the Shipping Act. Judgment was accordingly given in favour of the plaintiff.

(Cairns vs. B. C. Salvage Co.; 3rd August, 1906; Lampman, J.)

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THE

LABOUR GAZETTE

NOVEMBER, 1906.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF OCTOBER, 1906.

I.—GENERAL SUMMARY.

THE completion of threshing in Manitoba, Saskatchewan and Alberta, during October, rendered a large number of men available for other employment. The great demand for men for railway construction work, and in the lumbering and mining industries, however, made the general condition of the labour market very active. Favourable weather throughout the month enabled rapid progress to be made with ploughing, building, civic improvements, and other outside work, of which the amount under way was larger than in any previous year at this period. The manufacturing industry continued very busy. Employees of transportation companies reported an exceptionally heavy movement of freight, facilities being taxed to the utmost, and in many sections being unequal to the demand. Labour, especially unskilled, was scarce in many localities, the chief demand being in the mining districts of the Maritime Provinces, in connection with the building of the National Transcontinental Railway, and in British Columbia.

Changes in Wages and hours.

The following is a statement by industries and groups of trades of the more important changes in wages and hours reported to the Department of Labour in October:—

Lumbering.—Further advances in wages were offered to men engaging for the winter season in the Ontario lumber camps.[1]

Mining.—Labourers and mill hands (250) employed at the abestos mines, Thetford Mines, Que., had their wages increased 25 cents per day.

Metal, engineering and shipbuilding.—Iron moulders (35) at Brantford, Ont., received an increase in wages from $2.50-$2.65 to $2.60-$2.75 per day.

Printing and allied trades.—At Vancouver, B.C., a voluntary increase in wages was granted to newspaper printers (41), from $22.50 to $24-$25 per week in the case of day operators, and from $24 to $26 per week in the case of night operators.

Miscellaneous.—Musicians (7) at St. Catharines, Ont., had their wages increased 5 per cent. By a decision of the courts the early closing by-law of Montreal, Que., was declared *ultra vires.*

Railway employees. — Yardmen and switchmen employed on the Grand Trunk Railway system, east of the St. Clair and Detroit Rivers, received an increased schedule dating from September 1.[2] Telegraph operators on the Canadian lines of the Père Marquette Railway had their wages increased $5 per month. Machin-

(1) See report of Ottawa, Ont., correspondent

(2) A copy of the new agreement between the Company and its employees, is published under the heading "Recent Industrial Agreements" elsewhere in the present issue. See also article dealing with changes in rates of wages and hours of of labour during the third quarter of 1906 in the present issue.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

ists and boilermakers on the central and western divisions of the Canadian Pacific Railway system were granted an increase in wages.[3]

Carmen in the employ of the Canadian Northern Railway Company recently obtained a new schedule of wages, involving an increase.[2]

Street railway employees.—Street railway employees (200) of the Cataract Power Company, Hamilton, had their schedule increased from 15-18 to 15-20 cents per hour, with a rearrangement of time schedules.

Civic employees.—Lamp lighters (15) employed by the Fire and Light Department of the city of Toronto, Ont., will receive an increase of $2.50 per month on January 1, 1907.

Transportation. — Elevator employees, longshoremen, etc., at Port Arthur and Fort William, Ont., received an increase of 2½ cents per hour in wages after a strike.[4]

Unskilled labour.—Owing to the general activity of employment and the scarcity of labour in many localities, wages paid to unskilled workmen were higher than during the corresponding period of 1905.[5]

Cost of Living.

A number of staple articles, entering largely into cost of living, advanced in price during the past month. Butter, eggs, cheese, potatoes, poultry, bacon and other commododities for the table, were generally high. Milk, owing to the scarcity resulting from poor pasturage, and the high price of fodder, was on an average one cent per quart higher in price than at the corresponding period in previous years. The price of hogs declined, however, owing to the improved offerings. Meats were lower at some points. The wheat market was firm, with flour upward in tendency, an advance of 10 cents per barrel having been made by the leading Manitoba millers on October 5, following on a previous advance of 10 cents per barrel. Metals of all kinds continued very firm in price. Copper and pig lead were scarce and showed advances, while sheet metals and building hardware were high. Stove manufacturers announced an advance in prices owing to the increased cost of iron and other materials. Cottons and silks were upwards, but woollens were steady to quiet. Lumber showed a further average advance of $1.00 per 1,000 feet. Houses of moderate rentals continued very scarce, and were in great demand in a number of the cities.

Interruptions to Industry.

The number of trade disputes in existence during October, 1906, was 17 less than in September, and one more than in October, 1905. There was a decrease of approximately 8,940 in the number of working days lost compared with the preceding month, and an increase of 88,170 working days lost compared with October, 1905.

Among industrial establishments destroyed by fire, etc., during October, the following, as reported in the press of the Dominion, may be mentioned:—

Nova Scotia.—Academy of Music at Amherst; woodworking plant at Amherst, loss $3,000; bank head and machine shop of Reserve Mine at Sydney, loss $6,000, with 1,200 men temporarily out of employment.

Prince Edward Island.—Steamer "Elfin" at Charlottetown; business portion of Summerside, loss $200,000.

New Brunswick.—Stone and brick works at Dorchester, loss $1,000; Cushing sulphite fibre works at St. John.

Quebec.—Sawmill and lumber at Batiscan, loss $4,000; flour and sawmill at Brigham, loss $30,000; butter and cheese factory at Brampton Falls, loss $5,000; lumber yard at Deschenes, loss $500,000; butter tub factory at Foster; grocery store and stock at Levis, loss $5,000; cheese factory at Pigeon Hill; tobacco store and

(3) Copies of the new agreements signed in this connection are published under the heading "Recent Industrial Agreements" elsewhere in the present issue.

(4) See Trades Disputes article in present issue.

(5) A table is published elsewhere in the present issue setting forth the current rates paid for unskilled labour in the several cities of the Dominion, together with further information as to conditions of employment and compartive rates in October, 1905.

other buildings at Quebec, loss $8,000; sanitarium and hotels at Rivière du Loup, loss $10,000; post office and other buildings at St. Charles de Richelieu, loss $25,000; stable and barns at St. Etienne des Cres and Sherbrooke, loss $4,500; sash and door factory at Windsor Mills.

Ontario.—Wine making plant at Barnesdale near St. Catharines, loss $150,000; the Dyment foundry at Barrie, loss $9,500; foundry at Berlin, loss $2,000; Brantford Starch Works at Brantford, loss $40,000; sawmill at Burke's Falls; evaporating factory at Delaware, loss $5,000; Grand Trunk Railway wharf at Hamilton; stable and sheds at Hamilton; Eureka Packing Company's plant at Hamilton, loss $2,000; Portsmouth Hotel at Kingston, loss $4,000; evaporator at Napanee, loss $4,000; slaughter house at Stony Creek, loss $1,000; Atlantic Soap Works at Toronto, loss $2,500; grand stand and other exhibition buildings at Toronto, loss $250,000; paving company's plant at Toronto, loss $35,000; grocery store and stock at Windsor, loss $3,000.

Barns and contents at East Zorra, Norwood, Minden and Stratford.

Manitoba.—Planing mill and lumber at Winnipeg, loss $40,000; undertaking establishment and other buildings at Winnipeg, loss $10,000.

Saskatchewan.—Stable and horses at Fort Qu'Appelle, loss $30,000; four office buildings at Saskatoon, loss $10,000.

Alberta.—Brick company's plant at Edmonton.

British Columbia.—Business portion of Armstrong, loss $40,000; Heap's sawmill at Cedar Grove, loss $200,000; store and hotel at Morrisey Mine, loss $4,000; barn and contents at White Cove.

The Canadian Pacific Railway Company's steamer "Princess Victoria," which left Vancouver, B.C., on October 16, ran on a rock about four miles from Vancouver.

Conditions in the Industies and Trades.

Conditions of employment during October in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the Labour Gazette, and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

Weather conditions were exceptionally favourable, and as a result the work of threshing, marketing, ploughing and harvesting the root crop made rapid progress. Roots were an average crop, sugar beets in Ontario yielding heavily and testing well. It was estimated that up to October 20, 22,928,000 bushels of wheat had been delivered at points on the Canadian Pacific Railway in the North-west provinces, and 7,168,000 bushels at points on the Canadian Northern Railway, making a total of over 30,000,000 bushels, compared with some 23,000,000 bushels marketed up to the same date in 1905. Considerable embarrassment was reported in this connection through lack of cars, which caused severe congestion at many points, with a shrinkage in local prices.

The final crop report issued by the Canadian Pacific Railway Company indicated an average wheat yield of 21 bushels per acre, and that the grain was of fair or good quality. A bulletin of the Department of Agriculture, Saskatchewan, published towards the end of September, stated that the area under crop in that province was estimated at 1,955,673 acres, compared with 1,639,563 acres in 1905, and that the latest threshing and grain inspection reports referred to the quality of the wheat as the best in many years.

Apples were saved in good condition, and were reported on the whole fair in quality. The Nova Scotia crop, it was estimated, will be about the same as last year's, when 325,000 barrels were shipped to foreign markets. Men for fruit packing were reported scarce. A snow storm on October 11-12 destroyed a portion of the grape crop in the Niagara peninsula, and did some damage to peach orchards.*

The poor condition of pastures continued to affect yields in the dairying branch. There has been a tendency

*See report of Niagara Falls and St. Catharines, Ont. Correspondents.

among dairymen to manufacture cheese in preference to butter during the past few months, owing to the high price of the former. A movement for the certification of cheese makers was reported in Ontario.

At various points in Ontario and the eastern provinces, agricultural labourers were in demand for long-time engagements.

In the North-west provinces the conclusion of threshing operations released a large number of them, many of whom returned to the eastern provinces or found employment in railway construction.

The 45th annual meeting of the Entomological Society of Ontario was held at Guelph. The effect of insect pests on the fruit crop, and the method of combatting the same, were discussed.

Sessions of the Grain Commission were held at Toronto and Kingston, Ont.

Fishing.

Recent reports received from the Maritime Provinces were to the effect that deep-sea fishermen have had, on the whole, a poor summer season. The Lunenburg, N.S., grand banks fleet reported a return of 55,255 quintals from 88 vessels, equivalent, at prevailing prices, to approximately $3,000 per vessel. A scarcity of squid bait caused embarrassment in the latter part of the season. The Lunenburg North Bay schooners, some 20 in number, made better hauls, averaging about 750 quintals each. The Pubnico fleet, fishing on the Seal Island grounds and Cape shore, reported an average catch of 1,200 quintals, being nearly double that of last year. The Mahone Bay fleet, however, had a poor season. On the other hand, shore fishermen off the Nova Scotia coast made very good catches during the past three months, especially at points west of Halifax, where mackerel were taken in unusually large quantities, and herring fishermen were very successful. East of Halifax catches were light, though at St. Peter's Bay, Cape Breton, the season for mackerel and herring has been favourable. The Nova Scotia lobster catch was on the whole small, though the catch in New Brunswick and Prince Edward Island, compared with last year, showed at many points an increase. Dog fish made cod, hake and haddock scarce in many localities, though the reduction plants were working to full capacity. During October, oyster fishing gave active employment in Prince Edward Island, and good catches of smelts, mackerel and herring continued to be made. Prices were firm to high throughout the month.

It was reported that 504 barrels of herring were packed by the Scotch curing expert at Baie des Chaleurs during the present season, and 292 barrels since the beginning of the fall run of herring. The quality of the latter was reported exceptionally fine.

Catches on the great lakes were light to fair, being heavy at points on Lake Erie. Buoys were being placed on the latter lake to mark the boundary between Canadian and United States waters.

In British Columbia, cohoes and dog salmon were taken in large quantities in the Fraser River.† Halibut fishing was more profitable off Vancouver Island than in the preceding month, though some of the vessels reported poor catches. The first of the sealing fleet to return from Behring Sea reported a fair catch.

It was stated that, in spite of the small run of sock-eyes, the number of spawn sock-eye which had reached head waters was considerable, and that the output of eggs and fry from the hatcheries would exceed that of any previous year, except 1905.

The British Columbia Fisheries Commission held the final of its present series of meetings early in October, but will meet again in January. An interim report was prepared, containing a description of the various sittings of the commission and of the different subjects discussed thereat, with special reference to the joint sessions held with the commission appointed by the State of Washington. In addition, a series of recommendations were presented relating to the

† See report of New Westminster correspondent.

depth of salmon gill-nets to be permitted in the Fraser River and Strait of Georgia, the maximum length of nets, the Mission Bridge fishing limit, the weekly close time in off seasons, the need of increased patrol service, the method of closing trap nets during the close season, and the establishment of a large minimum fine for trap violations. The report also set forth a number of suggestions for the regulation of fishing in Washington State waters.

Lumbering.

Saw-milling in Ontario, Quebec, and the Maritime Provinces, as a result of a rise of water in the streams, which increased the supply of logs, was considerably more active during October than in September, or the corresponding month of 1905. The improvement in this respect, compared with September, was specially noteworthy among the mills of the St. John, N.B., valley and in Quebec, where a number of mills which had closed down re-opened, and others which had been running on short time, increased their output. Employment, however, was still adversely affected in the Ottawa Valley.* The demand for lumber was very active, and heavy shipments were made to the European market.

The work of getting in men and supplies to the winter camps continued, a scarcity of labour prevailing, and wages ranging from $3 to $6 per month higher than last year. The prospect was that the cut, on the whole, would be somewhat lighter than in 1905-06, though preparations in Western Ontario were for an increase.

In British Columbia, conditions were very busy both in the camps and in the mills, the latter being taxed to their utmost capacity. The export trade in lumber was heavy, and the demand for shingles satisfactory. General orders were about the same as during the previous month. Logs, which are not usually in active demand during the autumn months, were very scarce and the price higher than in any previous year, millmen having great difficulty in securing a supply sufficient to maintain operations. At Vancouver, B.C., as high as $11 per thousand was paid during October. Rough lumber was again advanced $1.00 per thousand feet, as a result of a decision reached at a general meeting of the Mountain Lumber Manufacturers' Association and the British Columbia Lumber Manufacturers' Association.

*See reports of St. John, N. B., Quebec, Que., and Hull, Que., correspondents.

Mining.

In Nova Scotia, the collieries were very busy, the supply of help having increased, though the stringency caused by the departure of workmen to assist in the western harvest was still felt in some localities. The output, up to the close of the month, showed a heavy increase compared with 1905. The pay-rolls of the Dominion Coal Company were stated to be larger than at any time in the company's history. Other companies were also disbursing more in wages than at any previous time. Expenditures on new works and improvements were very heavy. Every effort was made during October to increase shipments in anticipation of the closing of St. Lawrence navigation. It was stated, however, that orders were in advance of the supply of coal available.‡

Asbestos and mica mining in Quebec continued very busy.† In Hastings, Frontenac and Peterborough counties, Ont., new discoveries were reported and large shipments made from several mines. Favourable reports were received with regard to production and outlook at Cobalt, Ont., many of the mines making heavy shipments of silver, which was upward in price during October. The class of buildings in the town showed steady improvement and the placing of local mining stocks on the market gave an impetus to operations. On the Gillies' limit, operations under the auspices of the Government were active, a staff being engaged in draining and other work, preliminary to mining. Employment was active in the neighbourhood of Sudbury and

‡See reports of Sydney, N. S., and Amherst, N. S., correspondents.

†See report of Hull correspondent.

Bruce Mines, Ont., and the oil wells of the Tilbury region, Ont., were producing steadily.

In British Columbia, metalliferous mining continued very active, and the coal mines on Vancouver Island were producing heavily, miners being in demand. The strike of employees of the Crow's Nest Pass Coal Company, however, reduced the output of that company and was causing embarrassment in the closing week of the month to certain smelters dependent on these mines for their supply of coke. The latest reports, with regard to the clean-up at Atlin, were favourable.

The report of the Granby Consolidated Mining, Smelting and Power Company, Limited, for the year ended June 30, 1906, showed a production of 19,939,004 lbs., of copper fine; 316,947 ounces of silver fine and 50,020 ounces of gold fine; the total amount realized for the same being $4,-751,058.69. The company expended during the year $105,975.14 in construction and equipment, and $350,480.25 on additional mining properties. Total costs and expenses were $2,927,441.64.

Manufacturing.

The output of manufactured goods continued very heavy, in view of the general prosperity and the favourable crop returns. Full time was worked with heavy staffs in nearly all branches and localities, overtime prevailing in a large number of establishments.† Help was in demand at certain points.§ Among branches which were particularly active during October, mention may be made of cotton, iron and steel, woodworking, milling and confectionery establishments. At Sydney, N.S., the Dominion Iron and Steel Company was running to full capacity, and in one day in October turned out 1,020 tons of steel rails, being the heaviest output for one day in the history of the company. Certain factories engaged in the manufacture of agricultural implements reduced their output, and boot and shoe factories were quiet. Packing houses have also been operating for some months to less than full capacity, owing to a shortage of hogs. Activity considerably increased during the past month, however, and the outlook was that it would continue during the balance of the year. Operations in canning factories had, for the most part, closed, favourable weather during October having enabled good progress to be made. The hot weather of September caused some damage to tomatoes, and the increase in consumption in Western Canada created a shortage in the pack at present available, though final estimates have not been prepared. In connection with the canning industry in Ontario, it was stated that last year about 1,500,000 cases were put up, or nearly 39,000,000 cans, some 5,800 persons being employed, and upwards of $500,000 disbursed in wages. The quantities of vegetables used amounted to 55 tons, representing the product of 21,000 acres. Some 6,000 farmers were engaged in growing material for 30 factories, and the amount disbursed to the growers was between $750,000 and $1,000,000.

The expansion in manufacturing establishments noted in previous months of the present year continued, being especially evident in the towns and cities of the North-west provinces.* The number of hardware and metal manufacturing firms extending their premises was particularly large.

The present activity of manufacturing was reflected in the annual reports published during October of a number of large manufacturing concerns. That of the Lake Superior corporation showed that the estimated production of 150,000 tons of steel rails had been exceeded by about 10,-000 tons, and that extensive enlargements of plant were in contemplation.† The annual meeting of Ogilvy Flour Mills, Limited, held on October 1, showed net earnings of $235,262. The rebuilding of the elevator destroyed at Fort William, Ont., was reported under way and the outlook for the coming season was regarded

† See reports of Amherst, N.S., Peterborough, Ont., Berlin, Ont., and other correspondents.

§ See report of Windsor correspondent.

* See report of Winnipeg, Man., correspondent for statement of new manufacturing establishments under construction in that city.

† A resume of this report is given in the report of the Sault Ste. Marie, Ont., Correspondent.

as very favourable. At the annual meeting of the shareholders of Allis-Chalmers-Bullock Company, Limited, an increase in capital stock from $1,200,000 to $1,250,000 was authorized. It was stated that the business of the company had almost doubled during the past year, and that 600 men were employed, compared with 300 a year ago. Tenders for the erection of additional buildings will be called at an early date.

Railway Construction.

Operations were very active, men being in demand, though the supply was more abundant than in September, especially in Western Canada. New work was not undertaken to any great extent, efforts being made to advance construction and repairs already entered upon before the advent of cold weather.*

In connection with the National Transcontinental Railway, it was stated that the survey parties engaged in New Brunswick had completed their work. Operations upon the section from Quebec to La Tuque were reported to be progressing satisfactorily,§ notwithstanding the prevailing scarcity of labour, in which connection a number of British immigrants found employment. Operations were active in connection with the portion under construction between Winnipeg and Lake Superior junction. A visit of inspection was made by the Commissioners of the Transcontinental Railway to different points at which operations are in progress. West of Winnipeg, work in connection with the various contracts let by the Grand Trunk Pacific Railway Company was proceeding actively, a considerable scarcity of labour being reported, though the supply, since the completion of threshing, was more plentiful. Survey parties were in the field going over routes for various branch lines. An official inspection of the route of the Grand Trunk Pacific Railway from Winnipeg to the coast was made by the president of the company and other officers. Construction operations, it was stated, will be continued, wherever possible, throughout the winter, though, in a number of localities, out-door work will be limited to the assembling of material and to rock excavation. Surveying parties were very busy in the mountain sections of British Columbia, several alternative routes having been located. It was announced that a $40,000 hotel would be erected at Prince Rupert, the Pacific terminus of the line.

Orders were issued by the Canadian Pacific Railway Company for 4,000 freight cars, 200 passenger cars and 50 heavy locomotives, to cost approximately $7,500,000, all to be delivered by midsummer, 1907. The entire equipment, it was stated, would be manufactured in Canada, provision having been made for the enlargement of the Montreal shops of the company, and for the augmentation of the staffs there. The Grand Trunk Railway Company also placed orders for 50 new Richmond compound consolidated engines, to be in service before January 1, 1907.*

Transportation.

Railway traffic, both passenger and freight, was very heavy. The advent of the hunting season, and the holding of exhibitions, affected employment on several lines. The change from summer to winter schedules decreased the number of trains on certain branches, but employees found immediate engagements. Railway shop employees were also very busy. The demand for cars in connection with the marketing of the western grain crop and the transportation of general merchandize was greater than the supply at many points throughout Canada, resulting in much congestion of traffic and loss to shippers. Agriculturists in Manitoba, Saskatchewan and Alberta were chiefly affected, shipments of both grain and cattle being delayed. Though the quantity of grain delivered by farmers at points on the Canadian Pacific and Canadian Northern Railways in the north-west provinces exceeded by over 7,000,000 bushels that marketed during the corresponding period

* See reports of Winnipeg, and Brandon, Man., correspondents.

§ See report of Quebec, Que., correspondents.

* See report of Montreal, Que., correspondent.

TABLE SHOWING STATE OF EMPLOYMENT IN CANADA

[This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, in the several trades and industries throughout the Dominion. This table has reference only to the amount of treated under separate headings in the *Gazette*. In tabulating the information in question the terms employed able or unfavourable, as follows: (1) active, busy, very busy, (2) quiet, dull, very dull.]

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Saw-milling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Active	Active	Active	Very busy	Very busy	.....	Active
Halifax	Busy	Active	Busy	Active	Active	.....	Busy
Amherst	Busy	Active	Busy	Very busy	Very busy	.....	Very busy
Prince Edward Island—							
Charlottetown	Busy	Busy	.....	.....	Active	Active	Busy
New Brunswick—							
Moncton	Busy	Busy	Busy	.....	Busy	Busy	Busy
Chatham	Busy	.....	Very busy	.....	Active	.....	Active
St. John	Active	Active	Very busy	.....	Busy	Active	Busy
Quebec—							
Quebec	Busy	.....	Very busy	.....	Active	Very busy	Busy
Three Rivers	Active	Quiet	Very busy	Dull	Active	Busy	Busy
Sherbrooke	Busy	.....	Busy	Very busy	Very busy	Very busy	Busy
St. Hyacinthe	Busy	.....	.....	.....	Very busy	Busy	Quiet
Montreal	Active	.....	.....	.....	Busy	.....	Very busy
Hull	.....	.....	Busy	Very busy	Dull	.....	Busy
Ontario—							
Ottawa	Busy	.....	Very busy	.....	Busy	Busy	Very busy
Kingston	Busy	Dull	Quiet	Busy	Busy	Active	Active
Belleville	Active	Active	Dull	Busy	Busy	Dull	Very busy
Peterborough	Busy	.....	Very busy	Busy	Very busy	Busy	Busy
Toronto	Busy	.....	.....	.....	Very busy	Very busy	Very busy
Niagara Falls	Busy	.....	.....	.....	Busy	Busy	Busy
St. Catharines	Very busy	.....	.....	.....	Active	.....	Busy
Hamilton	Busy	.....	.....	.....	Busy	Busy	Very busy
Brantford	Busy	.....	.....	.....	Busy	Busy	Very busy
Guelph	Active	.....	.....	.....	Active	.....	Very busy
Berlin	Busy	.....	.....	.....	Very busy	.....	Very busy
Woodstock	Busy	.....	.....	.....	Very busy	.....	Very busy
Stratford	Busy	.....	.....	.....	Very busy	.....	Busy
London	Very busy	.....	.....	.....	Very busy	Very busy	Very busy
St. Thomas	Active	.....	.....	.....	Busy	Busy	Very busy
Chatham	Busy	.....	.....	Busy	Active	Quiet	Quiet (1)
Windsor	Busy	.....	.....	.....	Very busy	.....	Very busy
Sault Ste. Marie	Active	.....	Busy	Active	Very busy	.....	Active
Port Arthur and Fort William	.....	.....	Busy	Busy	Busy	Very busy	.....
Manitoba—							
Winnipeg	Very busy	.....	.....	.....	Very busy	Very busy	Very busy
Brandon	Very busy	.....	Busy	.....	Busy	Busy	Very busy
Saskatchewan—							
Moose Jaw	Very busy	.....	.....	.....	.....	Very busy	Busy
Alberta—							
Edmonton	Busy	.....	Very busy	Busy	Busy	Busy	Very busy
Calgary	Busy	.....	.....	.....	Busy	Very busy	Very busy
British Columbia—							
Nelson	Busy	.....	Very busy	Very busy	.....	.....	.....
New Westminster	Busy	Active	Very busy	.....	.....	.....	Dull
Vancouver	Active	Active	Very busy	.....	Active	.....	Busy
Victoria	Active	Active	Very busy	Busy	Very busy	Busy	Quiet
Nanaimo	Quiet	Active	Very busy	Busy	.....	.....	Quiet

(1) Sailors in demand. 2) Printers quiet.

DURING THE MONTH OF OCTOBER, 1906.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, SERIES G., No. 35.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment employment prevailing, no account being taken of wages changes, trade disputes and kindred phenomena are divided into two groups, the order indicating in each the degree to which general conditions were favour-

Metal, Engineering-Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	Active	Very busy
Active	.....	Active	Busy	.....	.....	Busy	Busy	Very busy
Very busy	Busy	.....	Busy	.....	.....	Busy	.....	Very busy
Active	Active	Busy	Active	Active	Active	Active	Active	Busy
Active	Very busy	Active	Quiet	Active	Dull	Busy	Active	Busy
Active	Active	Active	Active	Active	Active	Active	Active	Busy
Active	Active	Active	Busy	Busy	.....	Busy	Busy	Very busy
Active	.....	Active	Quiet	Active	Quiet	Active	Active	Busy
Active	.....	Active	Busy	Busy	Active	Busy	Busy	Very busy
Busy	Active	Busy	Busy	Busy	.....	Busy	Active	Busy
Busy	Busy	Active	Busy	Active	Very busy	Busy	Active	Very busy
Very busy	Busy	Active	Very busy	Active	Active	Busy	Busy	Very busy
.....	.....	.....	Active	.....	.....	Very busy	.....	Dull
Busy	Busy	Busy	Active	.....	.....	Busy	Busy	Very busy
Active	Active	Active	Active	Active	Active	Very busy	Active	Active
Busy	Active	Active	Busy	Active	Busy	Busy	Active	Very bus
Active	Active	Active	Busy	Busy	Active	Very busy	Active	Busy
Busy	Active	(2) Active	Busy	Busy	Active	Busy	Very busy	Busy
Busy	.....	Active	Busy	Active	.....	Busy	Busy	Active
Active	Active	Busy	Active	Active	Active	Busy	.....	Busy
Active	Busy	Busy	Quiet	Active	Active	Busy	sy	Very busy
Busy	Very busy	Busy	Busy	Busy	Active	Busy	ive	Very busy
Busy	Active	Active	Busy	Active	.....	.....	sy	Active
Active	Very busy	Active	Busy	Active	Active	Busy	.....	Active
Active	Very busy	Busy	Very busy	Busy	Active	Busy	ctive	Active
Active	Busy	Busy	Very busy	Active	Active	Busy	usy	Busy
Busy	Busy	Very busy	Busy	Very busy	Busy	Busy	....	Very busy
Busy	Active	.....	Active	.....	.....	Very busy	.....	Very busy
Active	Busy	Busy	Active	Active	Quiet	Active	Active	Active
Active	Busy	Active	Active	Busy	.....	Busy	ct ve	Busy
Active	Active	Active	Active	Active	.....	Active	ct ve	Active
.....	.....	.....	.....	.....	.....	Very busy	.....	Very busy
Busy	Very busy	Very busy	Busy	Very busy	.....	Very busy	Very busy	Busy
Active	Active	Active	Very busy	Busy	Quiet	Busy	Busy	Busy
Active	Active	Busy	Busy	Busy	Busy	Busy	Active	Very busy
Busy	Busy	Busy	Busy	Busy	Busy	Busy	Busy	Very busy
Busy	Busy	Busy	Busy	Busy	Busy	Very busy	Busy	Very busy
.....	.....	.....	.....	.....	.....	.....	.....	Very busy
Active	Quiet	Active	Active	Active	Active	Active	Active	.....
Busy	Active	Busy	Active	Active	Active	Busy	Active	Quiet
Active	Active	Busy	Busy	Active	Active	(1) Active	Active	Active
Quiet	.....	Active	Quiet	.....	.....	.....	.....	Busy

of 1905, the quantity moved forward to the head of the lakes was about 2,500,000 bushels less than in 1905. At Fort William and Port Arthur, Ont., conditions were very active. Employees on passenger steamboats on the great lakes had concluded their season of activity, but freighters were very busy. At Sault Ste. Marie, Ont., canal traffic has been heavier than in any previous season. At the port of Montreal, Que., however, a falling off in export cargoes was reported. Apple and grain shipments have been less than last year during the autumn, though earlier in the season, wheat, oats, flax-seed and peas showed a heavy increase; corn has shown a marked decrease. Longshoremen, teamsters, carters, etc., had a good month, and ship labourers a fair month. Cabmen, hackmen, etc., were somewhat quieter than in September.

Railway earnings showed heavy increases compared with the corresponding period of 1905. At the semi-annual meeting of the Grand Trunk Railway Company an increase in dividends was foreshadowed. At the annual meeting of the shareholders of the Canadian Pacific Railway Company, the 25th annual report was adopted, showing an increase of more than $11,000,000 in gross earnings. Reference was made to the increased revenue from traffic, it being stated that the company found it almost impossible to provide cars and locomotives rapidly enough to meet the requirements of business development along the line. Recent statements issued with reference to the Canadian Government railway system showed a heavy increase in earnings, compared with 1905, and a surplus of revenue over expenditure.

The Trades.

Building.—The month was very active as a result of the favourable weather and the large amount of building under way. In all of the larger cities the value of permits issued this year has largely exceeded that of any previous year. Carpenters and other classes were in demand at many points, though in a few cities the end of active building operations was in sight.

Metal, engineering and shipbuilding.—Conditions were active among moulders, machinists, engineers, electrical workers and other employees in metal working establishments. Shipbuilders had a good month.

Woodworking and furnishing.—Woodworking establishments, of all classes, were very busy throughout Canada.

Printing and allied.—Busy conditions prevailed for printers, pressmen, bookbinders, stereotypers, etc.

Clothing. — Journeymen tailors were very busy. Garment makers, hat and cap makers, etc., had a very active month. Boot and shoe establishments were somewhat quiet, but the trade outlook was favourable.

Food and tobacco preparation.—Bakers, butchers, etc., had a good month. Fall conditions in the confectionery trade were regarded as very satisfactory, both with regard to sales and the cost of raw material. The arrival of cooler weather and the approach of the Christmas season, increased the demand, establishments being very busy. Ice handlers were dull from seasonal causes.

Leather.—The month was fair.

Miscellaneous.—Clerks, delivery employees, hotel, restaurant and theatre employess, were active.

Unskilled labour.—This class was busy throughout Canada, and was in demand at many points at which out-door operations were being rushed in anticipation of the approach of cold weather. The completion of threshing in Western Canada increased the supply, but the great activity of railway construction operations, and in the lumbering, mining and manufacturing industries, absorbed all available hands.*

Canadian Trade and Revenue.

Foreign.—Total imports during September, 1906, were $28,296,614 in value, compared with $25,183,778 in September, 1905. For the three months ending September 30, 1906, the total imports were $80,141,-

* A special table is published elsewhere in the present issue, setting forth current rates of wages, condition of employment, etc., for this class during october.

527, compared with $67,992,845 during the corresponding period of 1905. Total domestic exports during September, 1906, were $21,337,915, compared with $18,673,264 in September, 1905. During the three months ending September 30, 1906, total exports were $61,938,024, compared with $52,625,583 during the corresponding period of 1905. The chief increases during the quarter were under the headings of Agriculture, Animals and their Products, and Forest Products. Fishery products alone showed a falling off.

Recent declines in the bacon export trade of the Dominion are attributed to a decrease in the number of hogs raised. During the past two months, there has been an increase in the number of hogs offered.

Mechanical wood pulp was reported in good demand in Sweden.

Imperial trade.—According to reports of Canadian commercial agents, received at the Department of Trade and Commerce, Canada, whole salmon, cheese, cider, hay, frozen fish and fruit were in demand in the British market. In Australasia, boots and shoes, bicycles, motors and frozen pork were finding a market. In South Africa, trade openings for compressed yeast, wire nails and stoves were reported. In Newfoundland there was a good market for Canadian Portland cement.

Domestic trade.—Wholesale and retail trade was steady to buoyant throughout Canada. Heavy goods for the Northwest provinces were being rushed forward, before the close of lake navigation. Sorting orders were large. Prices generally were firm, cottons and silks being upwards and woollens quiet. Country stores reported an improved movement in dry goods, though the favourable weather tended to keep farmers at home. Building materials, leather and metals were in demand. The outlook in the footwear branch was considered very favourable, summer stocks being well cleared out. Groceries were steady. A number of Canadian securities showed declines. Collections were fair to good, and Canadian bank clearings continued to show great expansion at all of the leading centres, especially in Western Canada.§

A number of branches of Canadian chartered banks have been opened recently in the North-west provinces. In this connection it was pointed out that the number of branch banks operating in Canada has increased from 619 in 1900 to over 1,565 in 1906. Seven new chartered banks have been organized during the same period.

At the 51st annual meeting of the shareholders of the Molsons Bank, a large expansion in business was reported during the past year, public deposits having increased from $20,284,664 to $22,205,503 and profits from $399,274 to $434,668. Nine new branches were opened during the year. An issue of new stock amounting to $500,000 was authorized.

The Ontario Bank, capital $1,500,000, 30 branches, was taken over by the Bank of Montreal, owing to financial losses.

The Canadian Bank statement for September, 1906, showed total assets of $899,494,394, compared with $890,180,218 in August, 1906, and total liabilities of $730,136,124, compared with $710,875,633 in August. Notes in circulation amounted to $77,209,346, and deposits payable on demand $167,439,689.

Canadian revenue.—Canadian revenue during October amounted to $7,789,384.27 compared with $6,606,005.31 in October 1905. For the four months ending October 31, 1906, the total revenue was $28,882,860.06, compared with $24,798,479.17 during the corresponding period of 1905.

The total expenditure on capital account during October was $1,187,467.38, of which the leading items were:—Public Works railways and canals, $810,891.19; bounties, $173,795.59; railway subsidies, $111,891.95, and Dominion lands, $64,680.18.

Notes.

The eighth annual convention of the *Wood, Wire and Metal Lathers' Union* was held at Toronto, Ont. The *Master Printers' Guild of Ontario* held a meeting at Hamilton, Ont.

§ See report of Winnipeg, Man., correspondent.

It was stated that the value of furs received at Edmonton, Alta., from the Peace and Mackenzie River districts during the first ten months of the present year exceeded $1,000,000.

The *Saskatchewan Elevator Company, Limited,* was organized with a capital of $1,000,000; it was stated that the company would erect 50 elevators, each with a capacity of 150,000 bushels, during 1907.

A conference between representatives of the Chamber of Commerce of Montreal, Que., and authorities of Laval University, was held with reference to the organization of a special *commercial faculty* in that university.

A call was issued by the executive committee of the Trades and Labour Congress of Canada for British Columbia, for a convention to meet at Vancouver, on October 29, under clause 4 of the resolution passed at the recent meeting of the congress, with reference to *political action* on the part of labour organizations.* On Monday, October 15, the working people of Winnipeg held a meeting for the purpose of organizing for political action.

The firm of *Henry Morgan & Company,* Departmental retailers, Montreal, Que., was recently reorganized as a limited liability company. On this occasion, the employees were given an opportunity to purchase stock at $65 per share, in proportion to their standing and responsibility in the establishment. It was stated that the offer had been accepted by a considerable number. For over 15 years past, the business of this firm has been conducted under an arrangement by which heads of departments participated in profits annually.

It was stated by the secretary of the Western Ontario Municipalities' Niagara Power Union that applications for power had been received as follows:—Toronto, 30,000 h.p.; Toronto Junction, 10,000 h.p.; London, 10,000 h.p.; Berlin, 3,000 h.p.; Galt, 2,500 h.p.; Woodstock, 1,200 h.p.; Guelph, 2,000 h.p.; Preston, 800 h.p.; Waterloo, 900 h.p.; Stratford, 2,000 to 5,000 h.p.; St. Mary's, 500 to 2,000 h.p.; Paris, 1,000 h.p.; Hespeler, 750 h.p.; Brantford, 3,000 h.p.; Orangeville, 1,000 h.p.; Parkhill, 500 h.p.; Leamington, 250 h.p.; Brampton, 1,200 h.p.; St. Thomas, 1,500 h.p.; Lucan, 300 h.p.; Cottam, 500 h.p.; Tilsonburg, 1,000 h.p.; Windsor, 3,000 h.p.; Acton, 800 h.p.; Norwich, 200 h.p.; Ingersoll, 1,350 h.p.; Milton, 500 h.p.; St. George, 3,000 h.p.; Simcoe, 500 h.p.; Elmira, 600 h.p.; Brockville, 500 to 1,000 h.p.; Belleville, 3,200 h.p.; Chatworth, 50 h.p.; Thedford, 50 h.p.; Richmond Hill, 100 h.p.; Bayfield, 150 h.p.; Steelton, 1,000. Others are expected in a few days.

A system of *distributing bonuses* has been for some time in force in the establishment of Messrs. Ganong Bros., Limited, manufacturing confectioners of St. Stephen, N.B., with the object of securing continuous service from their employees. During the Christmas season each year amounts varying from $2 to $10 are distributed to the employees, without regard to the wages received, but based solely on the number of years each employee has been in the service of the company. Employees of one year's standing are regarded as transient labour only, the minimum bonus ($2) being paid to those who have been for two years continuously with the company. One dollar is added to the amount of the bonus for each additional year's service up to $10. The total amount distributed in this way by the firm has been about $1,000 each year during the past five years. On September 1, this year, a printed slip was placed in each pay envelope stating that if the employee were present every working day during the balance of the year, an additional bonus of $10 would be granted, but that for every day's absence $1.00 would be deducted from this extra amount. The result was stated by the company to have been most satisfactory, this being the season among confectionery manufacturers when, in view of the heavy Christmas trade, every effort must be made to maintain the supply of labour.

*A copy of this resolution was published in the *Labour Gazette*, for October, 1906, page 399.

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during October was active, every large industry being very busy. The building and allied trades continued active, the weather being very favourable. Railway traffic was heavy, and travel by tramways and steamers above the average.

The steel and coal industries had a better supply of labour and did a more satisfactory business.

The Sydney steel works were daily exceeding the guaranteed capacity of the plant and were making large outputs. All departments were busy, and with the assurance of all ore and limestone supply, will continue busy for months to come. The Nova Scotia steel works, which have had an exceptionally busy season, continued to gain in output. The one feature unfavourably affecting this industry, as in almost all other industries in the province, was the shortage in the supply of unskilled labour.

The following is a comparative statement showing the rapid progress that has been made in these departments at Sydney Mines:—

Coal,—Amount raised to Sept. 30,	1904,	360,680	Tons.
" " "	1905,	388,375	"
" " "	1906,	495,091	"
" " for year	1904,	453,515	"
" " "	1905,	558,306	"
" " "	1906,	700,000	"
Estimated output for year	1907,	800,000	"

The increase in output for the nine months of this year amounted to 106,716 tons compared with last year.

Iron,—Production of iron to Sept. 30,	1905,	41,182	Tons.
" " "	1906,	44,389	"
Steel,—Production of Steel to Sept. 30,	1905,	7,485	tons.
" " "	1906,	45,429	"

The coal trade in Cape Breton was very busy, all the large companies being active filling Montreal contracts, as the St. Lawrence route closes about the middle of November. Prospects for winter work were good. The estimated daily output of the Dominion collieries was almost as large as during the busy season. Inverness colliery was busy and had orders ahead sufficent to assure a steady winter's work. The mainland collieries, especially in the Cumberland district, had much broken time in October owing to a shortage in the car supply. In the Pictou district work was steady. The Allan shafts will become factors in adding to the output before many months. By the time the bankhead is completed the development work under-ground will be suffcientlly advanced to give a fair output of coal. The Eastern Coal Company is opening up a colliery at Maccan; the surface works are all well advanced and the slopes are down about 400 feet. There are several seams of coal, but the first to be tapped will be four feet thick. The Maritime Coal Company is putting in an electric plant to supply works in Amherst, twelve miles distant from the mine. This is the first plant of its kind in Nova Scotia.

The Mira Brick Company is ready to supply larger markets, owing to the better equipment of its plant.

Wholesale trade was active, but retail trade was quiet, owing to the warm weather.

A technical school has been opened in Sydney; it is in close connection with Dalhousie and King's College. Other schools will be opened in industrial centers throughout the province.*

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The root and vegetable crops were average.

Fishing.—This industry was more successful than during the earlier part of the year.

CONDITION OF PARTICULAR TRADES

All skilled tradesmen were actively employed during the month. Unskilled labour was active, and in demand.

* A special article dealing with technical education in Nova Scotia, under the auspices of Dalhousie College, was published in the October issue of the *Labour Gazette.*

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during October was exceptionally active. Compared with the previous month, it was equally as active, the demand and supply of labour being fairly well balanced. The weather was very favourable, so that outdoor work was carried on without interruption. The Dominion Exhibition, which closed on the 5th instant, gave a great stimulus to business. The attendance totalled 142,746.

Capitalists from Pittsburg, U.S., have purchased the timber areas formerly owned by the E. D. Davidson Company, of Bridgewater. These areas are situated in the counties of Lunenburg, Annapolis and King's. They are drained by the La Have river. Operations on some of these areas have already commenced under very favourable conditions, the mill at Springfield, Annapolis county, having a capacity of 220,000 feet per day of ten hours, and cutting at the present time at the rate of 170,000 feet. Another mill at Crossburn, ten miles from Hastings, was active.

A meeting was recently held in Halifax for the encouragement of sheep raising. A committee was appointed to draft a law for the protection of sheep from dogs, with a view to having the legislature look into the matter at the coming season. It is proposed to submit the draft to the various farmers' societies before it goes to the legislature.

The new building for the Canadian Bank of Commerce is progressing satisfactorily and the whole structure has been temporarily boarded and heated.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This industry has been about normal, potatoes were rather scarce and prices high in consequence.

Fishing.—There has been considerable activity in this branch, and a fairly large catch of mackerel was taken, 700 barrels being shipped during the past two weeks. These were taken in traps and seines, and a number by hook. Cod and haddock were scarce, and are likely to continue so until the dog-fish, which are present in large numbers, disappear. Other branches were about normal.

Manufacturing.—All industrial establishments were active.

Mining.—This industry was more or less active.

CONDITION OF PARTICULAR TRADES

Building. — Bricklayers, masons and builders' labourers were fairly active, and carpenters busy. Plasterers and lathers were fairly busy. Plumbers, gasfitters and stonecutters were all busy.

Metal, engineering and shipbuilding.—Moulders reported conditions normal. Machinists, engineers, electrical workers and linemen and boilermakers were busy. Blacksmiths reported conditions active, with shipwrights normal, and horseshoers fairly active.

Woodworking and furnishing. — All branches were fairly active.

Printing.—Printers and pressmen were fairly busy, with bookbinders active.

Clothing.—These trades reported conditions normal.

Leather.—Employees reported business fairly good.

Miscellaneous.—Barbers, broom-makers, clerks, delivery employees and restaurant employees were all active.

Transport.—All departments of the railways have been remarkably busy, the cause being the Dominion Exhibition. The tram company carried during the twelve days of the fair a total of 310,000 passengers. Steamboatmen and firemen were active. Longshoremen reported conditions normal. Teamsters, cabmen, and other employees were busily employed.

Unskilled.—Busy conditions prevailed.

AMHERST, N.B., AND DISTRICT.

Mr. A. D. Ross, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

October was a busy month. Building operations became brisker with the approach of fall weather. Masons, stonecutters, carpenters and unskilled labour were in demand, and the wages offered were exceptionally high. Coal miners and surface men were reported scarce, though wages paid at present are higher than at any time in the history of the province.

The Canadian Beverage Company, of Amherst, was incorporated at the last meeting of the local legislature, and the stock recently put on the market. A large amount of the necessary capital has been subscribed. The directors have secured a site, and if the season is open will build this fall. It is the intention of the company to manufacture non-alcoholic drinks of all kinds.

The rolling mills of Messrs. Rhodes, Curry & Company are being pushed forward rapidly and will be completed shortly. The Hewson Woollen Mills Company has about completed the extension to its factory; it consists of a large four storey brick building, and the company will install the finest machinery, making the mill one of the best equipped in Canada.

During the present summer over sixty new residences have been erected in Amherst. In addition, there have been a large number of brick and stone stores erected, beside two or three large factories. This has made the summer an exceptionally busy one for the building trades.

The firm of Silliker & Company, which had its large plant destroyed by fire during September, and which opened in temporary quarters, had the latter building badly gutted by fire on October 24. The building is now being repaired and the workmen have not lost time by either fire.

Surface men employed in the Springhill mines have had their wages increased from $1.28 to $1.35 per day, by amicable arrangement between the management and the workmen.

The absence of any serious labour troubles has been a feature of the summer's work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops in this vicinity were well up to the average, and the prices for farm produce exceptionally high. Farm help was reported very scarce.

Fishing.—Good catches of smelts and mackerel were reported. Dog-fish have appeared in the harbours along Northumberland strait, and are a source of great annoyance to the fishermen.

Lumbering.—Shipments of lumber to the European markets were very active. There is a great scarcity of schooners for the coasting trade; owing to this fact some lumber will have to be carried over till next season.

Mining.—The various coal mines have had a busy month. Wages are fifty per cent higher than ten years ago, and four or five new mines or abandoned ones have been put in operation during the past four years.

Manufacturing.—The industrial growth of Amherst has been recently very rapid. There is not an industry in town but has enlarged its capacity during the past year, and many new industries were added. The population has also grown from four to eight thousand in eight years. The variety of these industries is such as to require labour for many classes of workmen.

The car shops, engine and boiler plants, foundries, woollen mills, trunk and coffin factory, malleable iron works, woodworking plants, government factory, etc., all reported an exceptionally busy month.

CONDITION OF PARTICULAR TRADES

Building.—All classes have been exceptionally busy, employers reporting a scarcity of labour.

Metal, engineering and shipbuilding.—All employed in these trades had more employment than usual, and moulders and machinists were in demand.

Woodworking and furnishing.—Carbuilders have been very busy. Messrs. Rhodes, Curry & Company have been turn-

ing out box cars at the rate of fourteen per day. Woodworkers in general have had abundant employment.

Clothing.—Fall work opened with a rush. Tailors under an agreement made this spring work from 8 o'clock a.m. to 6 o'clock p.m., nine hours per day. Journeymen tailors receive $12 per week.

Unskilled.—Labourers were very scarce. Extensions to sewers and the water system, and the construction of permanent streets have given employment to a large number of men all summer.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general conditions of the labour market during October differed little from that of the preceding month. The chief feature was the activity of building, there being a good demand for carpenters and other skilled labour, especially stonecutters. Work on the Prince of Wales College, the new railway station, St. Dunstan's Cathedral, the new skating rink, and a number of private residences gave employment to a large number of men. Early in the month, Summerside was swept by fire which destroyed 150 buildings, including barns and outbuildings. Several property-owners have started to rebuild and the demand for labour has received an unexpected stimulus. Movements of produce were brisk, and wholesale and retail men reported business good. The Provincial Exhibition brought a large number of people to the city, and was of benefit to hotel-keepers, and store-keepers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The unusually fine weather enabled farmers to finish potato digging early and to get a good deal of ploughing done. Shipping was well under way when the month closed, and the stock was marketed in good order. Prices were higher than last year though the crop was smaller.

Fishing.—The lobster fishermen, who have had little to do since the closing of the season in the middle of July, found employment at oyster fishing this month. The fine weather, broken by a few stormy days, permitted good catches to be made, and as prices were high the month was very profitable.

Manufacturing.—The few factories were conducted as usual, with the supply of and demand for labour well balanced.

Railroad construction.—Work on the new station kept many men busy, and in other lines conditions were normal.

Building.—Bricklayers, masons, carpenters, lathers and plasterers were busy. Painters, plumbers, gas and steamfitters, and builders' labourers were active. Stonecutters were very busy.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists, engineers, linemen and blacksmiths were active.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers, car builders and coopers were active.

Printing and allied.—Printers and bookbinders were busy.

Clothing.—Journeymen tailors, garment workers, and boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners and tobacco workers were active.

Leather.—Tanners, curriers and saddlers were active.

Miscellaneous.—Barbers, clerks and delivery employees were active.

Transport.—Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen, freight-handlers and longshoremen were active.

Unskilled labour.—There was a fair demand for labourers.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment of all kinds during October has shown no falling off from September, and the outlook for November is good. The very favourable weather was taken advantage of to complete unfinished buildings. Though late in the season, foundations for new buildings were being laid, among which were two large brick blocks. Wholesale and retail trade have both been good. River transportation has been quiet. Rents still continued high, and houses for mechanics and labourers were difficult to obtain. A much felt want is a number of small houses or convenient flats that could be rented at from $8.00 to $14.00, so as to place them within the reach of the ordinary workingman. At present, ordinary houses rent from $16.00 to $25.00, and double houses at $15.00 to $20.00 per side. Work was rapidly pushed on the new I.C.R. shops. Help, however, both carpenters and unskilled, was scarce and the contractors were advertising for 100 more men, offering $2.00 for carpenters and $1.50 for labourers. About 240 men are now employed and five shops are under construction. Many sidings have been put in, a large amount of grading done, and the excavation for a sewer 2,900 feet made. The freight car repair shop is now ready for roofing, the structural steel for which has just arrived. The foundations of the planing mill were completed while those of three other shops were being rushed in anticipation of frost. There were no changes in rates of wages or hours of labour, and no strikes or lockouts during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—All crops have been harvested in good condition, but yields were much below the average. Oats, buckwheat, potatoes and turnips suffered the most from the continued drought, which also seriously interfered with fall ploughing.

Lumbering.—Quietness prevailed.

Manufacturing.—The different local factories have been running full time, and with their usual complement of operatives.

Railroad construction.—Railroad construction has been limited to repair work. Thirty-five miles of 80 pound steel rails have been put down between St. John and Sussex, and a new bridge has been built over Hammond River. At Point du Chene, a new wharf 400 feet long has just been completed, and a second 450 feet is nearing completion. The contract for a steel bridge of three spans upon a granite superstructure at Boiestown has also been let. The repair work for the season is now nearly over.

CONDITION OF PARTICULAR TRADES

Building.—Bricklayers were dull, carpenters, joiners, lathers and plasterers were busy. Painters and decorators were rushed, the supply not being equal to the demand. Builders' labourers were active and plumbers were fairly busy.

Metal, engineering and shipbuilding.—Moulders, iron moulders and helpers were active. Machinists, stove mounters, blacksmiths, boilermakers and horseshoers reported a good month.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and car builders were active. The other branches were quiet.

Printing.—Printers and pressmen had a very busy month.

Clothing.—The different branches were well employed.

Food and tobacco preparation.—Bakers and butchers were active.

Leather.—These trades were quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel, restaurant and laundry workers were all steadily employed.

Transport.—Railway train crews reported a good month, with little change over September. Teamsters and expressmen were also busy.

Unskilled labour.—This class had a good month, and all willing to work found ready

employment. Owing to the large number of men of this class required on the new I.C.R. shops, the supply has fallen below the demand. The neighbouring localities are, however, furnishing a number of employees, but the contractors were advertising for more men at $1.50 per day.

DISTRICT NOTES.

Dorchester.—Work is being rapidly pushed on the Crown Woodworking Factory and the Dorchester Foundry Company buildings, and both will be in operation at an early date. Electric light works are also being established. The United Paint Company, with a capital of $100,000 is seeking incorporation. The buildings of the Dorchester Stone and Brick Works at Beaumont were seriously damaged by fire on the 6th instant.

Sackville.—Building operations have been active and will likely be so for another month. The Tribune brick block is about completed. The Fawcett Foundry has been making additions, and the Enterprise Foundry has erected a large warehouse and offices. About a dozen new residences have been erected or are under way and a large amount of repair work has also been done. The Copp Woodworking Company has been running to full capacity to fill orders.

CHATHAM, N.B., AND DISTRICT.

Mr. Theo. DesBrisay, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was in good demand, with supply not equal. No new industries were started, but the demand for woodsmen continued. The lumber trade was very active. Retail and wholesale business was good. There were no changes in hours, but wages were upward. There were no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops have been good, and prices for vegetables higher than usual.

Fishing.—The fishing season is over.

Manufacturing. — Activity prevailed. The rossing mill started on October 22.

CONDITION OF PARTICULAR TRADES

Skilled labourers were generally active in all branches represented in this district.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market increased in activity during October, especially in the building trades. A new building for the Royal Bank of Canada has been started, and a large number of workmen and teams employed in making excavations. The Canada White Company, contractors, were advertising for bricklayers and masons, a number of whom left the city during the summer thereby causing a scarcity. The management of the York and Carnwell cotton mills is building a new weaving room at the York mill. A sawmill and storage yard for logs has been added to the Cushing Sulphite Fibre mill. The logs are cut into lengths required for the manufacture of pulp and then floated down to the main mill in barges. Randolph and Baker's establishments at Randolph are now lighted entirely by electricity. The New Brunswick Telephone Company is making application to increase its capital stock from $600,000 to $2,000,000, also to acquire the property and franchises of the Central Telephone Company, Madawaska Telephone Company, and Chatham Electric Company, and the Miramichi Company's exchange in the Newcastle district. A new warehouse and office for DeWitt Brothers is in course of construction at Lancaster. A siding will be run from the Canadian Pacific Railway to the rear of the building. A statement from the books of the American consul shows declared value of the exports from here during the past quarter to be $444,175.92. E. S. Stephenson's machine shop and J. R. Woodburn's spice factory were damaged by fire on October 10. River steamers are carrying large cargoes

to the city, one steamer recently bringing 1,100 barrels of potatoes. The price asked was $1.25 per barrel. The city market was well supplied, butter selling at 22 to 25 cents per pound; eggs at 25 to 30 cents per dozen. Lamb is plentiful, bringing 10 to 12 cents a pound. Bank clearings for the four weeks ending October 25 were $5,037,990, and for the corresponding period last year $4,280,033, being $757,957 greater in 1906 than in 1905, and $226,047 greater than during the four weeks ending September 27 of the current year. The Cushing Sulphite Fibre Company's property was sold October 20 at a forced closure sale to Captain Partington, of England, for $416,000. The sale gives the purchaser absolute possession of the pulp mill property. The mill will continue to operate.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Local potato dealers state that the Canadian market for New Brunswick potatoes is very good, and shipments have been very heavy so far this season. The apple warehouse at the Bay Shore, built to hold 20,000 barrels of apples, is now completed. The price of hay is higher this year than last. At wholesale last year hay could be bought by the lumber operators at $7.50 per ton; they are now paying from $9 to $9.50 per ton.

Fishing.—Bad weather caused a scarcity in the local fish supply, and wholesale and retail prices have gone up in consequence. Smelts are selling at retail at 12 cents per pound; mackerel at 25 to 30 cents each; halibut at 15 to 16 cents per pound; cod and haddock at 5 cents per pound.

Lumbering.—A number of men from Fredericton and vicinity are working in the Lepreaux woods this winter. The total output for the season is estimated at about 3,000,000 feet. Owing to scarcity of men and the high wages asked only about 55,000,000 feet of cedar and spruce will be cut on the Restigouche and its tributaries this season, about two-thirds of last year's cut. The recent heavy rains caused the river to rise considerably and was very beneficial to the boom company. The corporation drive is now some distance below Grand Falls. The progress of the drive, in which there are about 7,000,000 feet of logs, is nearly nine miles a day when conditions are favourable. On the Miramichi this year good men for the woods command wages ranging from $30 upwards, some receiving as much as $35 per month. The operators are paying $11.50 per ton for good hay and 45 cents per bushel for oats. The Gibson Company's lumber shipping to the old country will not cease until the river freezes over. In all the total amount of lumber manufactured this season by the Gibson Company will be 33,000,000—34,000,000 feet; the total cut is consigned to the old country dealers. Of the above mentioned amount about 25,000,000 feet is Nashwaak lumber, manufactured at the Marysville mills, while the remainder is Bartholomew river material, cut and manufactured at the Blackville mill.

Railroad construction and employment.—Intercolonial Railway engineers have begun surveying for the double tracking of the road between St. John and Rothesay. It is expected to have the track laid by next summer. Thirty-five miles of the new 80-pound steel rails have been laid during the past few months between St. John and Sussex, but the rail laying work on this end of the Intercolonial Railway is over for the season. The executors of Russell Sage will take measures to put the New Brunswick Railway in good repair, and 10,000 rails were recently purchased for that purpose. About 50,000 ties will be necessary. New culverts will be installed wherever required.

CONDITION OF PARTICULAR TRADES

Building.—Bricklayers, masons, carpenters, joiners, painters, decorators, plumbers, gas and steamfitters, and builders' labourers were busy.

Metal, engineering and shipbuilding.—Iron moulders, machinists, engineers, blacksmiths and horseshoers were active, and steam engineers, boilermakers, sheet metal workers, electrical workers and linemen, busy.

Woodworking and furnishing.—Wood-

workers and shingle weavers were busy, and carriage and wagon workers active.

Printing.—Printers, pressmen and bookbinders were active.

Clothing. — Journeymen tailors were very busy.

Food and tobacco preparation.—Bakers and confectioners were busy and cigarmakers active.

Miscellaneous.—Broom and brush makers were very busy.

Transport. — Railroad trainmen, telegraphers, switchmen, trackmen, freight-handlers, etc., were busy. Steamboatmen and firemen were busy, but ship labourers found employment dull. Street railway employees were active, and teamsters and expressmen busy.

Unskilled.—This class was very busy. The rate of wages was $1.50 per day, the same as last October, but in some cases where men are hired for an hour or two they charge 35 cents an hour, the same as the ship labourers. A number of this class belong to the Ship Labourers' Union.

DISTRICT NOTES.

Beaumont.—The main building of the Dorchester stone and brick works was burned October 6. Loss $1,000, with no insurance.

Fredericton.—The York, Sunbury and Queen's Counties Teachers' Institute opened a two days' session October 11, about 100 signing the roll.

The last year's business done by the Harrt Boot and Shoe Company amounted to about $250,000, and this year it is hoped that the company will do a business of about $350,000. The winter run at the factory started and the cutting commenced with a staff of about 25 men. The output of the factory in former years has been about 400 pairs of shoes per day, but this run it is expected that about 600 or 700 pairs per day will be turned out. On former runs the employees at the shoe factory have numbered between 100 and 125, but this run there will be from 150 to 170 men, boys and girls at work. Already a number of experienced workmen have arrived from Upper Canada cities.

Lepreaux.—A wind station has been established by the meteorological service at the lighthouse. The station will be of great benefit to shipping at St. John, as reliable information may now be obtained by telephone of the direction and velocity of the wind outside.

Sackville.—The "Tribune" is having a new press set up, and will be doing business in its new building on Main street in the near future. L. C. Carey's laundry was damaged by fire October 29. The engine room is a total loss, while considerable damage was done to the engine and machinery, insurance $850.

Cody's.—John Patterson's mill was totally destroyed by fire October 10, together with a large amount of sawed lumber.

QUEBEC, QUE., AND DISTRICT.

Messrs. Edward Little and P. J. Jobin, Correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was active throughout October, all classes being fully as well employed as in September. Some loss of time was caused to outside workers through unfavourable weather, but there was an active demand for plumbers, gasfitters tinsmiths, retail clerks and other inside employees.

Municipal tax collectors have shown an increase compared with previous years.

A joint committee of the Board of Trade and the City Council held a meeting to discuss means of encouraging new industries.

The last piece of crib work foundation for the extension of the breakwater was placed in position on October 3.

The Provincial Government's free night schools re-opened for the winter on October 8.

A conference was held, at the invitation of the Transcontinental Railway Commissioners, of representatives of different transportation companies and civic bodies, for the purpose of discussing railway terminals and docks at Quebec.

The new ice breaker (Lady Grey), built

for the Dominion Government arrived during October.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers were busy ploughing, weather conditions being favourable.

Lumbering.—A number of the large sawmills were still cutting, and will continue running until the frost comes. Certain mills which had closed earlier in the season, owing to lowness of water, re-opened, the heavy rains of the past month having floated a supply of logs to the mills. Lumbermen were in active demand for the camps, the wages offered being from $3.00 to $6.00 per month higher than last year. From $27 to $30 per month with board were the average wages offered.

Railway construction.—Good progress was made in connection with the contract for the first 50 miles of the National Transcontinental Railway from Quebec west. Work on the Cap Rouge viaduct was being rapidly pushed forward, nearly all of the piers having been placed in position and heavy quantities of material for the superstructure having been assembled. Work on the Quebec bridge was making rapid progress, the steel having been built for a considerable distance from the south shore and the approaches on the north shore being well advanced. Large quantities of steel rails for the National Transcontinental line were discharged at Quebec from Sydney, N.S.

CONDITIONS OF PARTICULAR TRADES.

Building.—The different classes were busy. Masons found plenty of employment repairing the fortification walls.

Metal, engineering and shipbuilding.—Activity prevailed.

Printing.—Printers and bookbinders were active.

Clothing.—Boot and shoe workers were quiet.

Food and tobacco preparation.—Bakers, butchers and cigarmakers were active. Ice drivers and cutters were quiet.

Leather.—Conditions were quiet.

Miscellaneous.—Activity prevailed.

Transport.—Railway employees were active and freight-handlers busy. Ship labourers and longshoremen were quiet.

Unskilled.—This class was busy, large gangs being employed by the gas and telephone companies laying pipes and underground conduits. The prevailing rate was $1.60 to $1.75 per day.

THREE RIVERS, QUE., AND DISTRICT.

Mr. John Ryan, Sr., Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during October, in all branches, were very active compared with the same month in past years, the favourable weather being taken advantage of to finish outside work on buildings. Several houses are still in course of construction and many additions and improvements to old buildings are under way. The completion of other buildings will be delayed until spring, owing to a scarcity of carpenters. A number of workmen are still employed on the new drill hall hurrying its completion. The construction of the new wharf has given employment to a large number of men, including carpenters, masons, engineers, boatmen, dredgemen, divers, labourers, etc., at satisfactory wages. The low water in the St. Lawrence since spring has been favourable to the construction of this work. Wholesale and retail trade has been exceedingly active for October. There have been no changes in rates of wages or hours of labour, and no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops were gathered in good condition, owing to the very favourable weather. Fall ploughing was under way, the late showers having done much good. Good prices prevailed for all kinds of farm produce. Cattle commanded high prices and horses were very dear, and in good demand.

Fishing.—Catches were light, and supplied only the local market.

Lumbering.—Conditions were very active and all hands well employed. The sawing of logs will not be completed for three weeks yet. Lumbermen were preparing for the woods; there will be a scarcity of men.

Manufacturing. — All branches were busy, and workmen well employed.

Mining.—This industry was dull.

Railroad construction and employment. —Construction work was very active on the St. Maurice Valley Railway, which is being rapidly pushed to completion. Good wages were being paid.

Other industries.—A new industry, the Grondines Stone, Lime and Brick Company, has opened a factory for the manufacture of artificial stone and cement blocks. There are already two buildings in the course of erection being built with this company's concrete blocks. The firm also intends to mix and put on the market a new plaster.

CONDITION OF PARTICULAR TRADES

Building.—Bricklayers and masons were busy, and carpenters and joiners very busy. Lathers, plasterers, stonecutters and builders' labourers were busy, with plumbers fairly busy, and painters and paperhangers becoming dull.

Metal, engineering and shipbuilding.— All were busy, excepting electrical workers who were rather slack.

Woodworking and furnishing.—Employees were all busy.

Printing.—Printers and bookbinders were active.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were busy, and glove makers very busy.

Food and tobacco preparation.—Bakers and confectioners were busy, cigarmakers and tobacco workers were active. Ice handlers' season was about over.

Leather.—Tanners and curriers were busy, with leather workers slack.

Miscellaneous.—Barbers, furriers and laundrymen were very busy, and clerks, delivery employees, and hotel and restaurant employees busy.

Transport.—All departments were busy.

Unskilled.—This class was very busy.

SHERBROOKE, QUE., AND DISTRICT.

Mr. M. Logie, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Activity in all branches of labour prevailed during October. The weather was very favourable, so that outdoor work was pushed without a break. The supply of labour in some instances was not equal to the demand. The Paton Company has been handicapped to some extent for want of weavers. The exterior work on the new Catholic church in East Sherbrooke is about finished, but the stonecutters engaged on that building have found employment on the new hospital just started in East Sherbrooke. The extensions to the Canadian Rand Drill Company's plant are being rushed to completion, a large number of bricklayers being employed. The addition to the power house of the Sherbrooke Light, Heat and Power Company were completed, and the new machinery was in running order on October 1. The Ames pork packing establishment is being moved from near Lennoxville to Sherbrooke. The new building will be 50 by 100 feet, and will be well equipped in every respect. Exemption from taxes for ten years has been requested. Traffic on the different railways out of Sherbrooke has been exceptionally heavy. The 71st annual meeting of the Stanstead and Sherbrooke Mutual Insurance Company was held on October 4th. The losses for the year amounted to $36,963.98, somewhat less than last year. Both wholesale and retail trades were active. On November 1 the various machine shops and other industries which close on Saturday afternoons during the summer will resume their winter schedules. At the regular meeting of the city council in December, a large delegation of mechanics will present a petition that the basis of the salary tax levy be changed. There was no unrest among employees during October.

In the Court of King's Bench before Mr. Justice Hutchinson and a jury, Norman Atkinson was acquitted on the charge of manslaughter. Atkinson was conduc-

tor on the special passenger train which collided with a regular passenger at Richmond on the 31st of August, 1904, where nine persons were killed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy ploughing. The Sherbrooke Dairymen's Exchange will meet every alternate week, instead of weekly, during the winter months.

Lumbering.—There was a good demand for men for the camps.

Manufacturing.—All branches were very busy. The Jenckes Machine Company has secured the contract to supply the turbine plant for the Maine and New Brunswick Electrical Power Company at Aroostook Falls, N.B. The Canadian Rand Drill Company shipped the first load of machinery for the new 30-drill air compressor for the Dominion Copper Company to be installed in the mines at Phoenix, B.C.

Railroad construction on the I.C.R. and C.P.R. was being pushed ahead with large gangs of men.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were very busy.

Metal and engineering.—Moulders, machinists and iron workers were very busy. At the Rand Drill works a night gang was employed in order to keep up with the work. Electrical workers and blacksmiths were busy.

Woodworking and furnishing.—Woodworkers and upholsterers were busy, and carriage makers and pattern makers were active.

Printing.—Printers and bookbinders were busy.

Clothing.—Journeymen tailors and garment workers were very busy.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, and cigarmakers were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and laundry workers were active.

Transport.—Railroad conductors, engineers, street railway employees, cab drivers and teamsters were busy.

Unskilled was in good demand.

DISTRICT NOTES.

Rock Island.—The International Waterworks, which has been sold for $33,000, will now be much improved.

Thetford Mines.—The King Asbestos Mining Company advanced the wages of all men employed in mines and mills 25 cents per day, commencing Monday, October 1st.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, Correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during October were as active as during the preceding month and were on the whole more active than in the corresponding month of last year. Factories worked full time. Other classes were well employed with the exception of the building trades, which were comparatively quiet. In the woodworking trades, the demand was good, and on public works and farms there was work for all. Never before in the history of this locality have prospects been so favourable for the autumn and winter seasons. Practically all of the factories have orders ahead for months to come. The Duclos-Payen Company was finishing the two new additions to its works and had commenced the construction of two other large buildings, one 50 x 48 feet and a warehouse for hides measuring 105 feet in length and 45 feet in width. The St. Hyacinthe Distillery Company was erecting a large brick building for the fattening of cattle. Civic employees commenced work on the large drain, the construction of which was voted for some weeks ago. This drain will receive the waters of the north-west part of the city, and will cost about $6,000. This work will hardly be completed this year notwithstanding the large number of workmen engaged. The nuns of "La Metairie" were having plans of buildings made to replace those burnt some time since. These buildings will be of the most modern pattern, and their construc-

tion will give much work. The Crescent Shirt Company has started operations. The semi-annual inventory of the J. A. and M. Cote boot and shoe factory was complete. It was stated that the operations of that firm had been most successful, and gave promise of a good future. The existence of petroleum or natural gas in the vicinity of St. Hyacinthe was discussed. In swamp lands at St. Francis and St. Dominick, when boring artesian wells, emanations of natural gas have occurred. A syndicate of capitalists has decided to make borings on an extensive scale, having secured the rights of exploration from all the proprietors of land between St. Pie village and St. Dominick range. Large steam drills have arrived and operations will be commenced at once. The syndicate intends sinking wells to a depth of 3,000 feet. At the city hall taxes continued to come in easily. In the municipal department receipts for September were $7,366.72 and expenses $2,911.47, showing a surplus of $4,455.25. Receipts in the water works department were $1,707.70, and expenses $334.52, or a surplus of $1,373.18. Iron working establishments were very active and in certain foundries moulders were obliged to work at night in order to meet orders. The prospects in these trades were better than in the corresponding month last year. Sash and door factories were very busy and the season promises well. The Quebec Southern Railway, now the property of the Delaware and Hudson Railway Company, was making great improvements on the line and offered work to labourers. Retail and wholesale trade was active. Banks reported great activity, and collections were said to be easy. There were no changes in wages or hours, and relations were friendly between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This industry continued very prosperous, the fine weather lately having facilitated autumn work. The dairying industry was also active, prices for butter and cheese continuing very firm. Farm labourers continued in demand at varying wages.

Manufacturing.—All manufacturing establishments were very active, over-time being worked in some shops in order to meet orders. Full staffs were employed and prospects were very good.

CONDITION OF PARTICULAR TRADES

Building.—Bricklayers, masons, carpenters, joiners, lathers and plasterers, stonecutters and builders' labourers had a quiet month. Painters were fairly busy. Plumbers and steamfitters were active.

Metal, engineering and shipbuilding.—Iron moulders were very active. Iron workers and helpers were all at work. Machinists and engineers were busy. Electricians had a fair month, and linemen were active. Blacksmiths and horseshoers had plenty of work.

Woodworking and furnishing.—Great activity prevailed.

Printing and allied.—Printers, pressmen and bookbinders were fully employed.

Clothing.—These trades were very active.

Food and tobacco preparation.—Bakers, confectioners, butchers and ice drivers were very well employed. Cigarmakers reported a good month.

Leather.—Conditions among these workers were excellent, activity increasing every day.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant employees and laundry workers had a very busy month.

Transport.—All branches were very active. Railway construction hands were in great demand.

Unskilled.—Ordinary labourers were in demand and the supply was not equal. Wages were higher than at the corresponding period of 1905.

DISTRICT NOTES.

Sorel.—The Pontbriand Company, which had closed down for a few days to take stock, has recommenced operations. The Montreal Suspender and Umbrella Company requires 200 girls to work on ladies' underwear. The Sorel Manufacturing

Company employs 70 workpeople to whom it pays about $300 per week. Work has been very plentiful in Sorel and prospects for the winter are very bright. The port is filling with vessels which will winter there. The "Montcalm," belonging to the Government, is undergoing extensive repairs. Work was abundant in the Government shipyards and in those of the Richelieu and Sincennes-McNaughton companies, labour being scarce. If these conditions continue the winter will be very busy. Repairs to the wharves at the mouth of the Richelieu will be carried out. A portion of these wharves slid into the Richelieu last year and temporary protective works were then put up. The dredge "Nithsdale" has arrived in port to do the necessary dredging for this work. It was expected that the suction dredge that the Government is building at Sorel would be launched in the beginning of November. The launching ways were being erected. This dredge is 264 feet in length, 45 feet in width and 20 feet in depth, being the largest craft ever built at Sorel.

St. Johns.—It was stated that the Singer Company would erect a new shop, 1,200 feet in length and 4 storeys in height, to be the largest building of the group.

MONTREAL, QUE., AND DISTRICT.

Mr. Gustave Audet, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

For the four weeks ending October 17 the value of building permits issued in Montreal was as follows:—

Week ending Sept. 26	$443,890.00
" " Oct. 4	89,650.00
" " " 10	115,480.00
" " " 17	233,898.00
Total for the 4 weeks	$882,918.00

As compared with the corresponding period of last year the increase in 1906 amounted to 23 permits and $90,805. Permits were granted for 147 residences, 190 lodgings, 5 shops, 1 warehouse, 5 factories, 2 school houses, 1 office building, 6 stables and 13 sheds.

The Montreal Street Railway Company's year came to an end on September 30. The company carried, on a rough estimate, 98,000,000 passengers in the 12 months; this estimate includes transfers; 86,433,000 passengers were carried in 1905. The gross earnings of the road amounted to about $3,080,400, compared with gross earnings of $2,707,400.

The following table shows the company's gross earnings and number of passengers carried for a series of years:—

Year.	Earnings.	Passengers carried
1901	$ 1,900,689	$ 60,957,444
1902	2,046,208	65,024,978
1903	2,222,787	71,366,609
1904	2,463,824	78,197,076
1905	2,707,474	86,433,099
1906	3,060,461	98,000,000

In view of the heavy fixed charges for the year, it is not believed that the surplus will greatly exceed that of 1905. Receipts within the city limits were $2,685,000, as against $2,397,000 for the preceding year. In virtue of the graded scale governing the percentage which the company is required to pay to the city, the receipts having been more than $2,500,000 the company will have to pay into the city treasury 12 per cent of its receipts instead of 10 per cent as last year. This percentage represents a sum of $177,000 that the company will pay this year, compared with $147,000 last year. The receipts in the suburbs were $362,000, compared with $271,000 in 1905. The company announced that it would authorize an increase in its capital of $2,000,000 worth of shares to be issued at par and subscribed for at a premium of not less than 75 per cent of their par value. On and from November 8 next, after payment of the annual dividend, the par value of the shares will be $100 instead of $50 as at present.

It was announced that the Morgan Cement Works situated on the outskirts of Montreal have been purchased by a syndicate of New York and Montreal capitalists. It is proposed to break ground in Montreal for a plant with an initial year-

ly capacity of 600,000 barrels. The plans, however, call for a plant having an eventual annual capacity of 1,200,000 barrels, the buildings to be completed next spring. Owing to extensive building operations in and around Montreal and the increasing uses for Portland cement, it is expected that the new venture will provide employment for many hands.

The Grand Trunk Railway Company has lately given an order to the Locomotive and Machine Company of Montreal for some 55 new compound Richmond locomotives, to be delivered as completed and to be in service on different parts of the system before the end of the year. Several locomotives of this class are at present used in freight traffic and give excellent satisfaction. They weigh 40,000 pounds. They save from 20 to 25 per cent coal without costing more for repairs. Their traction power is 36,000 pounds and they can draw 5,723 tons of freight on a level road at normal speed, and 1,300 tons up a one per cent grade, i.e., from 300 to 400 tons more than the ordinary Mogul engines. The cylinders are 22½ x 35 x 32 inches, and traction wheels 63 inches in diameter. The locomotive with its tender weighs 354,000 pounds. The tender holds 10 tons of coal and 7,000 gallons of water.

CONDITION OF PARTICULAR TRADES

Building.—These trades were exceptionally active, building operations in Montreal being carried on on an exceptionally large scale.

Metal, engineering and shipbuilding.—Iron workers and helpers, electrical workers and linemen were very active. Iron moulders, machinists, engineers, stove mounters, tool sharpeners and horseshoers were active. Blacksmiths, shipwrights, caulkers and sheet metal workers were busy.

Woodworking and furnishing.—This group was very active on repairs to Grand Trunk and Canadian Pacific Railway cars. The excursion season being finished, the present month is usually devoted to repairs.

Printing and allied.—These trades were active.

Clothing.—Journeymen tailors, garment workers, and boot and shoe workers were very busy.

Food and tobacco preparation.—Workers in this group reported active conditions.

Leather.—Conditions were active.

Miscellaneous.—Barbers, delivery employees, furriers, hotel, restaurant, theatre and laundry employees were active.

Transport.—Street railway employees, teamsters and expressmen were active, and steamboatmen, ship labuorers, longshoremen, cab drivers and hackmen were busy.

Unskilled labour was very busy.

DISTRICT NOTES.

Longue Pointe.—Ground was broken on lot No. 74 in the parish of Longue Pointe by the Lakefield Cement Company, which is erecting cement works with a capacity of 2,000 barrels per day, for the purpose of supplying the Montreal market. This company already owns and operates plans at Lakefield, Owen Sound, Ont., Calgary, Alta., and Todd Inlet, B.C. It is expected that the Longue Pointe plant will be in operation in time for next season's business.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferriere, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Although manufacturers, contractors and other employers of labour had heavy orders on hand, the labour market was dull during October as a result of the low water in the Ottawa River, which caused a considerable number of factory employees to be laid off. These employees were not available to meet the demand for skilled labour which prevailed, and it is feared that with the return of the workmen from the woods at the beginning of the year a considerable number of unskilled labourers will be out of employment..

The Eddy Company is installing three steam generators and engines of 500 horse power in order to furnish power indedendently of the water supply in future for the pail and indurated fibre ware shops, which have been closed for a fortnight during the month with about 200 hands laid off. The match shop, sawmill and wood pulp mills were running alternately. With the recent rise in the level of the river it was hoped that full employment will resume at an early date.

The strike at Buckingham, which resulted in the death of three men, still continued. The coroner's jury gave an open verdict with regard to the detective who was killed, and heard evidence in the closing week of the month in order to establish responsibility for the death of two strikers. Many of the strikers had gone to work in the woods for other companies. About $100 weekly were distributed to the families of the unemployed by International Unions in Montreal.

Money was reported plentiful. It was stated that $100,000 was deposited in the banking institutions of Hull, representing the small savings of the people. The banks reported collections well met.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Some of the camps on the Upper Ottawa were stated to be suffering from a sanitary point of view from the low water in the streams. Fire destroyed on the 3rd inst., 25,000,000 feet of lumber in the yards of the Fraser Company, at Deschenes. The loss will reach about $500,000. As a result of the fire, about 200 hands employed in the mills were idle for two days. Sawing operations started anew afterwards and will be kept up till the close of the season. About 60 yardmen, however, will be thrown out of work for an indefinite time pending the repairing of the old piling grounds.

Manufacturing.—Orders were very plentiful, but low water reduced the output. It was stated that the E. B. Eddy Company would establish branch factories in Western Canada. The International Portland Cement Company, it was stated, would double the capacity of its Hull mills, which at present is 2,000 barrels per 24 hours.

Mining.—Further expansion in mica mining was reported. Additional factories have been opened, and there was a demand for girls to work at picking and sorting. Factories for culling and splitting have been opened at Gatineau Point, Aylmer, Que., and Rockland, Ont. At the first about 100 hands are employed, at the second some 80 hands, and it is expected that at the third 200 will find employment, working 10 hours per day and earning from $2.00 to $5.00 per week.

CONDITION OF PARTICULAR TRADES

Building.—An extreme scarcity of labour prevailed, advertisements appearing in the press for carpenters, painters and paperhangers.

Transport.—With the advent of the hunting season, the Gatineau and Pontiac Railway branches were taxed to their utmost, it being estimated that some 2,000 hunters with canoes and other luggage visited the northern portions of the province.

OTTAWA, ONT., AND DISTRICT.

Mr. T. W. Quayle, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during October was steadily employed, the only drawback being the scarcity in the supply, especially in the unskilled branches. All public works and building operations of an extensive character were more or less hampered for lack of men. The employment agencies experienced difficulty in securing the necessary number of men for the shanties, and wages were advanced $5 per month as result, the rate this year being $35 instead of $30 a month, paid last year. Railway construction contractors in the district also felt the dearth of men, and the tendency was to pay the maximum rate of wages. In mercantile circles a steady trade was reported, the autumn movement being brisk.

The cost of living has advanced very

rapidly of late. Nearly all the commodities for the table were increased fifteen to thirty per cent, this being true of dairy products, vegetables and meats, etc. Owing to the exceptionally dry summer and the consequent decrease in the flow of milk the price of milk was advanced to seven cents a quart, one cent higher than winter rates last year. Butter was selling at thirty cents a pound.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Autumn farming operations were well advanced. The root crop was somewhat below expectations, a result attributed to the dry summer. Potatoes were a disappointment; the price was eighty-five cents to a dollar a bag, as against fifty to sixty cents a year ago.

Lumber.—The mills were operated steadily, the water power conditions having improved materially over the month previous.

Railroad construction and employment.—The Canadian Northern Railway Company filed a third set of plans showing a proposed route for entering Ottawa, the two previous plans having been opposed. The route proposed keeps outside the city limits until within fifty yards of the Grand Trunk Railway Company's tracks over which entry must be obtained to the Central Station.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were very busy, all available men being employed. The plasterers have been receiving 40 cents an hour since the middle of August, an increase of 10 cents.

Metal, engineering and shipbuilding.—The iron trades were brisk, and the foundries working to the limit of capacity. As in other branches, the labour supply was not plentiful.

Woodworking and furnishing.—These trades were steadily employed.

Printing.—Differences in the Ottawa branch of the International Typographical Union, over the payment of strike tax, resulted in the secession of a large number of men employed at the Government Printing Bureau. The seceders formed a local union to be known as "Canadian Typographical Union, No. 1." Those remaining in the International Typographical Union are chiefly the employees of newspaper offices. An arrangement has been made whereby arrears in strike tax will be paid on the installment plan.

Clothing.—These trades reported an active fall business.

Transportation.—Companies engaged in transportation were all busy.

Unskilled.—This class was scarce, every available man being employed. Wages ranged from $1.25 to $1.75 per day.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was active during October, opportunities for employment being more numerous than during the previous month, or the corresponding month of last year. Several branches of the building trades, especially painters, which had slackened, resumed active work. Masons' helpers and unskilled labourers were in demand, the supply not being equal. Ground was broken for the new biological building at Queen's College. Toward the end of the month a gang of painters left for Petawawa camp ground, a local contractor having secured the contract to paint the buildings. A number of warehouses, residences, etc., were started during the month. The Bell Telephone Company was engaged in laying a new cable 7,000 feet long to Wolfe Island, to connect with Watertown, N.Y., and other places. The laying of the cables will cost about $75,000. A site was selected for the new rifle range. A number of Queen's College civil engineering students were busily engaged in the city engineer's department preparing plans for the proposed route of the G.T.R., to enter Kingston. It is understood that all surveys have been made and that construction work will begin as soon as the route is decided upon. All navigation companies reported an ex-

ceptionally busy year, having been taxed to their utmost capacity to handle both passenger and freight business. The city assessor presented his report; it shows an increase of over 200 in population, and little change in the assessment. Between $10,000 and $11,000 taxes for this year remain unpaid, or a little over six per cent of the total.

In connection with the closing of the local branch of the Ontario Bank during the month, it was estimated that $150,000 was withdrawn. The announcement that the Bank of Montreal had guaranteed all deposits had a satisfying effect. A new branch of the Bank of Commerce was installed. It was decided by the committee on resolution to recommend to council that the civic waterworks superintendent's salary be increased $150.00, the collector's $150.00, and the engineer's $100.00. There were no other changes.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a verp active month threshing, pressing hay and preparing for winter.

Fishing.—This industry was dull.

Manufacturing was very active.

Lumbering was quiet.

Railroad construction and employment was active.

CONDITION OF PARTICULAR TRADES.

Building.—All branches of the building trades were active.

Metal, engineering and shipbuilding.—These trades were active.

Woodworking and furnishing.—These trades continued active.

Printing and allied.—Printers were busy.

Clothing.—Business was active.

Food and tobacco preparation.—Bakers, confectioners, butchers and cigarmakers reported a busy month.

Leather.—Tanners and curriers continued active.

Miscellaneous.—Barbers, broom-makers, clerks and furriers, hotel, restaurant and laundry workers had a busy month.

Transport.—All branches continued active.

Unskilled labour was in demand. The current wages for all classes of unskilled labour was $1.75 per day of nine hours.

DISTRICT NOTES.

Smith's Falls.—The population was on October 30, 5,583. All lines of business were active there.

Almonte.—Barbers raised the price of haircutting during the month. The tax rate is 27 mills for public, and 29 2-10 mills for separate school purposes.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during October were excellent, the labour market being fully as active as in September, the mild weather allowing all branches of outside work to proceed without interruption. Building operations in particular were very active.

The Belleville lock works were running full time and took on some additional workmen. The Belleville Rolling Mills Company has brought in from outside places a large number of skilled men who intend to bring their families. As a result of the influx of workmen there exists a great scarcity of houses, and rents have been greatly increased. The company intends to bring down a large number of houses from Trenton by teams on the ice this winter, for the accommodation of its workmen. Coal, iron and machinery were arriving in large quantities.

The Belleville Portland Cement Company's plant was running day and night and found it almost impossible to keep up with orders; shipments were made both by rail and water. Work on the County House of Refuge made rapid progress and gave employment to many skilled men. All branches of manufacturing reported a very active month, and every shop and factory was working full time. Owing to the exceptionally high prices of farm

produce, principally cattle, horses, sheep, butter, cheese and eggs, the merchants and banking institutions reported business very brisk. A branch of the Standard Bank opened in this city. Work on the new building for the Monarch Bank made good progress, while a large amount was spent and a number of workmen employed in making improvements to the post office. Several thousand dollars were spent on improvements to the county buildings by the county council. The local canning factories and evaporators had a very active month, apples, pears and pumpkins being the principal articles canned and evaporated. The city council accepted the tender of the Standard Gas-Holder and Construction Company for the erection of a gas-holder to accommodate the extra demand.

Belleville capital, to the extent of $40,000, has been subscribed for the formation of a company for the manufacture of steel gas-holders. This company will also manufacture boilers, and the head office will be located at Belleville.

The city assessor presented a report which shows that the city has made a healthy growth. Real estate has increased in value nearly $70,000, chiefly the result of new buildings. The business assessment shows a small increase; it would have been larger, but for the operation of the recent amendment to the Assessment Act. The report also showed that while the population during 1905 increased 225, it has this year increased 330.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Pastures were poor in this district during October and consequently butter and cheese were high in price. Root crops were good. Fall ploughing was well under way.

Lumbering.—This industry was very quiet.

Manufacturing.—Activity prevailed in all branches.

Mining.—Operations were brisk in the northern part of the county, many men being employed at good wages.

Railroad construction and employment.—Both railroad construction and employment were quiet here, but throughout the county considerable work was being done on the Grand Trunk Railway and the Central Ontario Railway.

Other industries.—Belleville is at present enjoying the benefits of inflowing capital. There is about half a million dollars of outside capital invested in the Belleville Cement works. The Lehigh Valley Cement Company's capital is all American. One million four hundred thousand dollars has been put into the Corby Distillery Company from outside sources, and about six hundred thousand dollars into the rolling mills. The aggregate amount invested in these industries from outside sources is in round numbers $3,500,000.

CONDITION OF PARTICULAR TRADES.

Building.—Every branch had an active month, especially bricklayers, carpenters, lathers, plasterers, painters and builders' labourers. A large number of new buildings were in course of erection.

Metal, engineering and shipbuilding.—Iron moulders and helpers, machinists, blacksmiths, boilermakers and horseshoers were active, and electrical workers and linemen busy.

Woodworking.—All branches had an active month. Every factory was working to full capacity.

Printing.—Printers, pressmen and bookbinders were active with good wages prevailing.

Clothing.—Journeymen tailors were active, in some shops having to work overtime. Boot and shoe workers were quiet.

Food and tobacco preparation.—Bakers and confectioners, butchers, ice handlers and cigarmakers were active.

Leather.—Harnessmakers were busy all month.

Miscellaneous.—Barbers, delivery employees, hotel and restaurant employees, and theatre employees were active, and laundry workers quiet.

Transport.—Train hands and freight-handlers were active, and steamboatmen, ship labourers and longshoremen quiet.

Cab drivers, carters, teamsters and expressmen were active.

Unskilled.—This class was in active demand, and excellent wages were paid for good men.

DISTRICT NOTES.

Bogart.—The Nicols Chemical Company has started the erection of an extensive reduction plant at the Bogart pyrite mine, and a large amount of money will be spent on buildings and machinery. A gang of sixty men were employed in connection with the different buildings already started, and the contractor expects to increase this gang to two hundred in a short time. The construction of the sidings from the Canadian Pacific Railway to the mine is nearly completed.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. W. Johnston, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

October was an exceptionally busy month for all classes. Outside work continued active, while inside employment in all shops and large manufacturing establishments was busy. Some shops continued to work over-time. Commercial activity continued. Banks reported business good. Wages for unskilled labour ranged from $1.50 to $1.75 per day of nine hours. Builders' labourers received 25 cents per hour for a nine-hour day. Continuous work was a feature of the month. The month was free from strikes and labour disturbances. Milk dealers have raised the price of milk to 6 cents a quart, the reasons given for the increase being the increased price of fodder.

The large firm of Coates & Company, Limited, of England and Scotland, has made arrangements for locating here. The company has been given an Ontario charter, with capital stock of $1,000,000, and will employ 200 hands on starting and in five years 1,000, with prospects of doubling that number. It has commenced the erection of large buildings and houses for its employees on its land. The granting of 100 acres of land, electrical horse-power at $15, and the conveyance of the water mains to its property, constituted the terms on which the company agreed to locate. The assessment returns show the population to be 14,962, an increase of 571 over last year. The total taxable assessment is $6,958,768, an increase of $282,017 over the previous year.

Plans and preparations were being made for the erection of the new Normal school, and also large additions to the North ward schools.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was very active, farmers attending to fall ploughing, raising roots and making general preparations for winter. Large quantities of cheese and farm produce were being marketed at good prices.

Fishing.—Large numbers have been engaged during the past month, with varying success.

Lumbering.—Very active operations in the way of securing the necessary men and supplies for the winter camps were reported. Lumber mills continued very busy cutting for the local trade.

Manufacturing.—All branches were very active. The Peterborough Show Case Manufacturing Company is now occupying its new factory and was busy getting out orders. This company is about to erect a number of small houses suitable for workingmen, and purposes renting them for $7 or $8 per month.

The several canoe companies had a busy season, and would have disposed of many more boats if they had been able to get them out. They are now engaged in the manufacture of stock.

A large cigar manufacturing company has begun operations, and has leased for 5 years the old opera house which has been remodelled and fitted up as a factory. The firm's weekly output at the beginning was 25,000 cigars, increasing to 200,000 monthly. Expert women cigarmakers earn $14

per week, and expert union men $35 per week.

Construction work on sewers continued very active and is being hurried rapidly to completion. The work is under the day labour system and is carried on under the supervision of the city engineer.

The Peterborough Radiator Company has begun operations on its new building at Hastings, and expects to have it in readiness for manufacturing purposes shortly. The erection of the Canadian General Electric Company's large building is progressing rapidly, carloads of structural steel-work arriving. It is stated that the Quaker Oats Company contemplates utilizing its surplus water power by constructing additional mills, thus increasing its already extensive plant.

Large shipments of cement from the Lakefield Cement Works were made over the Trent Canal, which is much cheaper than by rail. Twenty carloads were shipped on two scows, consisting of 600,000 pounds.

Mining.—Operations were active in the Township of Galway, where rich deposits have been found, and a staff of workmen are busy excavating.

Railroad construction and employment.—Employees were busy getting the tracks into good shape for winter traffic. It was officially stated that the Midland branch will be double tracked from Midland to Belleville; this will mean a large addition to rolling stock. This city is on the line intended to be double tracked. The short cut line between Lindsay and Midland is now completed and open for traffic.

CONDITION OF PARTICULAR TRADES.

Building.—All were actively employed. Gas and steamfitters were very busy.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, steam engineers, boilermakers, shipworkers of all kinds, tool workers and horseshoers were active. Machinists and engineers and sheet metal workers were very busy. Electrical workers, linemen, brass workers of all kinds, blacksmiths, jewellers and watch case makers busy. Bicycle workers were dull.

Woodworking and furnishing.—Woodworkers, upholsterers and coopers were very busy, and varnishers, on stock, carriage and wagon makers, car builders, on repairs, and pattern-makers active.

Printing.—All branches had a very good month.

Clothing.—All were very busy.

Food and tobacco preparation.—Active conditions prevailed.

Leather.—Leather workers were active, and collar and harnessmakers very busy.

Miscellaneous.—All were actively employed. Furriers, laundry workers, hotel and restaurant employees, and theatre employees were very busy.

Transport.—Railway employees in all departments were active. Steamboat employees and street railways employees were also active, and cab drivers, draymen, carters, teamsters and expressmen very busy.

Unskilled.—Busy conditions prevailed.

DISTRICT NOTES.

Large quantities of grain and cheese were marketed, and general stores reported business very good. Brick yards have been very busy and will not have any stock left for next year.

Market quotations were as follows:—Chickens, 70 to 80 cents a pair; ducks, $1.25 per pair; geese, $1.25 each; eggs, 21 cents per dozen; butter, 27 cents a pound; potatoes, 90 cents per bag; hay, $15 per ton; wood, hard, $6 a cord; other wood, $4.50 a cord.

Lakefield.—The cement walks laid down in the village this year cost 10 cents per foot, compared with 12 cents last year.

Lindsay.—The Madison Williams Company, of Lindsay, will have its large factory in readiness for the machinery in about a month. The building is 80 x 130 feet. The fall fair was a decided success.

Port Hope.—Railway improvements costing in the neighbourhood of $250,000 will shortly be begun.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions during October continued in the main prosperous, with plenty of employment for both skilled and unskilled workers.

With the approach of cold weather the dwelling house problem is becoming one of increasing difficulty, as many working people are poorly or insufficiently provided for, and dwellings, at a rental within the means of those of small income, are almost impossible to obtain. While there have been many dwellings erected during the season they have mostly been of too expensive a class to fill the demand for workingmen's houses. The Haney-Miller Company, which has acquired considerable property in the neighbourhood of the Canadian Pacific Railway tracks, proposes to build houses on an extensive scale for their employees. An exemption from taxation to the amount of $700 upon all dwellings is advocated as an inducement for the building of small houses.

With the exception of the strike in the piano trade and one or two minor difficulties, the relations between employers and workpeople were satisfactory.

The receipts of the Toronto Street Railway for September were $312,748, and the percentage received by the city $25,019. For September, 1905, the receipts were $281,404, and the city's proportion $22,512.

The farmers having advanced the price of milk for the winter months, the Toronto Retail Milk Dealers' Association has raised the price from 6 cents to 7 cents per quart for milk delivered in bulk, and from 7 cents to 8 cents per quart for milk in bottles. While the general price of bread remains at 10 cents per large and 5 cents per small loaf, some bakeries are cutting the price so as to allow dealers to sell at 8 cents and 4 cents.

The number of building permits issued during September was 2,695, representing a value of $902,803, as compared with 2,100 permits of $877,005 value in September, 1905. The number of new buildings erected from January 1 to September 30 was 3,515, of the approximate value of $9,566,328, as against 2,424 buildings of an approximate value of $7,945,784 during the corresponding period of 1905.

The assessment of the city for 1907 has been completed showing a total population of 253,720. The following table gives the figures of the assessed values of property, etc., as compared with those of the current year:—

	1907.	1906.	Increase.
Land	$ 70,883,857	$ 65,410,655	$ 5,473,202
Buildings	84,362,489	75,538,283	8,824,206
Business assessment	22,014,821	18,812,244	3,202,577
Income	8,452,678	8,100,	352,105
Total	185,713,845	137,861,755	17,852,090
Exemptions	26,876,200	25,501,639	1,374,561
Population	253,720	238,642	15,07

The directors of the Consumers' Gas Company have reduced the price of gas from 80 cents to 75 cents per 1,000 feet. The company has decided to spend $1,000,000 on extensions and improvements to plant by October 1, 1907, which will give an increased productive capacity of 2,500,000 feet of gas per day—an increase of about 40 per cent. A new retort house, coal house, coke house, boiler, metre house and condenser will be erected.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy threshing and ploughing, which latter was well advanced, the season having so far been very favourable. The crop of sugar beets raised in the Eastern section of York County has turned out well, the area sown being considerably larger than last year. They are now being shipped to the factory at Berlin, Ont. The number of immigrants looking for employment as farm labourers is now comparatively few, but situations are obtainable for all who are willing to engage for long terms.

Manufacturing. — Manufacturers continued busy in nearly all lines, with every prospect of an active winter season. The

Canada Foundry Company has secured a large contract from the Canadian Pacific Railway Company for structural steel for bridges. The Hunter Rose Printing Company has purchased a site on Sheppard street with a 66-foot frontage upon which to erect new premises. The Polson Iron Company in the event of being able to secure the land required from the city, will establish a manufactory for steel castings, employing about 100 men. W. H. Moore on the 10th October made application to the city on behalf of the Canadian Northern Railway interests for 50 acres of land on or near Ashbridge's Bay as a site for blast furnaces, rolling mills and other associated industries. The Canadian Northern Railway Company controls the Moose Mountain iron ore deposits, some 296 miles north of Toronto, and is extending its James Bay line northward from Parry Sound to Moose Mountain, in order to open up iron mines, in connection with which extensive iron works will be established. The matter is under consideration by the Commissioner of Industries and the Board of Control.

CONDITION OF PARTICULAR TRADES.

Building.—All branches had plenty of work.

Metal, engineering and shipbuilding.—Blacksmiths, boiler makers, structural iron workers, electricians, sheet metal workers, machinists and moulders were all actively employed. Horseshoers have asked the employers for a nine-hour day after November 1. Jewellers and silversmiths had a good month.

Woodworking and furnishing.—Coopers, cabinet makers, carriage makers, pattern makers and woodworking machinists were well employed. Furniture makers had a fair month. The strike of the piano makers was still on at the close of the month and many of the men had obtained other employment. A disturbance took place at Heintzman & Co.'s factory, Toronto Junction, in which strikers and non-unionists were involved.

Printing and allied.—Conditions were fair, but there has been a considerable influx of printers into the city, as is usual at this season, and the supply exceeded the demand. Bookbinders, stereotypers, electrotypers and pressmen had steady work.

Clothing.—Custom tailors and garment workers had a good month. Hat and cap and neckwear workers were well employed. Furriers were busy.

Food and tobacco preparation.—Bakers, butchers, brewery workers and cigarmakers had plenty of work.

Leather.—Leather workers were active.

Miscellaneous.—Hotel and restaurant employees, barbers and delivery employees were well employed though not so busy as last month. There is a scarcity of school teachers, so that it is difficult for the Board of Education to fill vacancies.

Transport.—Sailors and longshoremen were laid off in considerable numbers. All engaged in land transport were busy.

Unskilled labour.—Unskilled labour was well employed and in demand, some contractors having a difficulty in obtaining men. The annual influx from the rural districts at the close of the farming season will render labour more plentiful shortly.

DISTRICT NOTES.

Toronto Junction.—Martin & Levack's new abattoir, at the Union Stock Yards, has been opened and is in operation. It has a floor space of 87,000 square feet, and the cold storage chambers have a capacity of 5,000 cattle, 4,000 sheep, and 3,000 hogs per week.

Doncaster. — Edward Kirkpatrick is about to erect a factory for the manufacture of harness and leather goods.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Most favourable conditions continued in this city and district. There was little change from September and, for the season, the situation was very satisfactory. There was a good demand for labour, but

employers found no scarcity of men. There were no idle men in any trade.

The Dominion Henderson Bearings Company has established a large plant for the manufacture of roller bearings. A considerable number of men will be employed. The Ramapo Iron Works Company is building its works considerably larger than was at first intended. The first section of the Canadian Ethinite Company's plant was nearing completion. The McGlashan-Clarke Company's new factory for the manufacture of silver table ware was running and employing a number of hands. The building trades were very active, though this condition may not be permanent. Financial and commercial conditions were good. The Royal Bank opened a branch in the city. Orders increasing wages of yard employees of the Grand Trunk Railway were posted at the end of September. The advanced scale is effective from September 1. Permanent sidewalk construction was stopped for the season. Some sewers were being built. Several barns were burned by lightning in the district. The city assessment showed increase in population at the rate of nine per cent per annum and in the assessed valuation at the rate of eight per cent per annum. The latter increase was due almost solely to new buildings being erected. It is expected that the electric railway from Thorold to Fonthill will be running in January. The Electrical Development Company admitted water to its forebay and the great copper dam which excluded the water of the river from its works was being torn away. The Toronto and Niagara Power Company's transmission line from Niagara Falls to Toronto was completed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fruit growers were busy early in the month gathering grapes and apples. The yield was good. Farmers were busy with fall ploughing. On the night of October 10 a fall of wet snow did heavy damage to peach and other fruit trees. The producing power of the peach orchards of Stamford and Niagara townships was greatly reduced by the breaking down of trees. A sudden frost on the night of the 11th destroyed about a thousand tons of grapes which had not been cut.

Manufacturing. — All factories were busy. The Dominion Suspender Company's plant made the largest output in its history. The two silver factories were busy. The local foundry and machine shop had a good supply of work. The furnace factory was busy.

Railroad construction.—Railway construction was employing fewer men than in the two preceding months. Railway passenger services were reduced, but freight traffic was good. Electric railways adopted winter schedules, reducing the forces of trainmen.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were active. Carpenters were busy and men wanted at times. Lathers and plasterers, painters, plumbers, steam fitters and all other building trades were active, but there was prospect of an abatement of the general activity before the end of the year. Buildings now under way will be finished and not so many new ones are projected.

Metal, engineering and shipbuilding.—Moulders, coremakers and all foundry employees were active. Electricians were busy. Linemen were very busy and large forces were employed. The Bell Telephone Company had a large number of linemen engaged in building new aerial and underground lines and making improvements. The work will take several months. A storm destroyed many miles of telephone, electric light and other lines in the district and made a lot of work. The Bell Telephone Company estimated damages at thirty thousand dollars.

Printing and allied.—Printers of all classes were active.

Clothing.—Tailors were busy.

Food and tobacco preparation.—Butchers and bakers were all working, but business was quieter than in September. Ice men were quiet.

Miscellaneous. — Barbers were active, clerks and stenographers and delivery em-

ployees busy. The closing of summer hotels and restaurants made many employees idle.

Transport.—Different railways cut off special summer passenger trains and some passenger crews were transferred to the freight service. No men were laid off. All railway employees were active. Steamboat lines reduced services and many men were laid off. All men who were laid off when electric railway services were reduced, found other work for the winter. Teamsters and expressmen were busy, but cab drivers and hackmen were quiet.

Unskilled labour was generally well employed.

DISTRICT NOTES.

Welland.—A by-law was passed by the ratepayers fixing the assessments on a steel forging plant and a furnace factory. Construction of the former was commenced. The electric light plant changed hands and will be improved. Power from Niagara Falls was used for lighting. There was a great demand for dwelling houses of all classes. Building trades were active and all manufacturing concerns busy.

Port Colborne.—The brass company is paying $2,000 per month in wages.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Activity in all branches of trade continued. There was a noticeable increase of activity in the building trades, and in civic improvement work, owing to the approach of cold weather. Work on buildings, concrete sidewalks and street pavements was rushed, and although every available hand was employed the contractors will not likely complete all the work in hand. Merchants reported wholesale and retail trade good. A new industry is to be started by the Canadian branch of the National Spring and Wire Company, which has secured premises, and will commence operations about January 1, 1907. The Opera House Orchestra has received an advance in pay of 25 per cent on weekly engagements. No strikes occurred during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Nearly all of the fruit crops have been successfully harvested. Good prices were realized on most of the crops. A storm on October 11 and 12, that swept the Niagara Peninsula, was estimated to have caused much damage, though later reports showed that very little damage had been done in this district. Considerable damage was done to fruit trees in the vicinity of Niagara Falls, but St. Catharines and vicinity escaped with little damage. To date nearly the entire fruit crop has been successfully harvested. There were copious rains, much to the relief of farmers, who will now have plenty of water for their cattle. Owing to the heavy yield of fruit and the number of farm hands leaving for the North-west, the fruit-growers found considerable difficulty in securing sufficient labour. Many women assisted in the cutting of grapes and harvesting of other fruits, and by this means the harvest was successfully gathered.

Manufacturing.—All mills and factories were well employed. The canneries were running over-time as this is their busiest season. The premises of the Ontario Grape Growing and Wine Manufacturing Company, Limited, at Barnsdale, were destroyed by fire on October 3. This company grows large quantities of grapes, and buys locally many tons more for the manufacture of wine.

CONDITION OF PARTICULAR TRADES.

Building.—The allied building trades were all busy.

Metal, engineering and shipbuilding.—All branches were active.

Woodworking and furnishing.—Woodworkers were busy, and upholsterers, varnishers and polishers, carriage and wagon makers, and coopers active.

Printing.—The allied trades were busy.

Clothing.—Journeymen tailors were active, and boot and shoe workers active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, ice handlers and drivers, cigarmakers and tobacco workers were active.

Leather.—Tanners, curriers and leather workers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant, and theatre employees were busy.

Transport.—Transportation both by rail and boat was active, with a large volume of trade, which kept all employees in this branch of industry busy. The Welland Canal was kept open all day Sunday to accommodate the heavy traffic.

Unskilled.—This class of labour was busy, all local hands finding employment, and a number were brought in from outside points. Supply and demand are now about equal.

DISTRICT NOTES.

Thorold, Merritton and Port Dalhousie.—There has been no change in the conditions of the labour market from last month. Labour, both skilled and unskilled, was well employed.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was generally well employed, idle men being few and both skilled and unskilled earning fairly good wages. Work on new industries was progressing favourably. Commercial activity, shipments and bank clearings have been very active; also wholesale and retail trade.

The population of Hamilton is now estimated at 61,443 according to the count of the assessors, an increase of between 1,800 and 1,900 over last year's figures.

The demand for an increase of wages by the Street Railway Company's employees resulted in the matter being submitted to arbitration; the arbitrators conceded the conductors and motormen employed on one branch of the company's service an increase, but the men on the two suburban lines and inside repairmen did not receive any increase. The agreement is for two years and eight months.

It was announced that before January 1, 1907, natural gas will be sold at 30 cents per thousand.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Conditions were very active and more prosperous than a year ago at this time. Shoe, clothing, furniture, cigar, tobacco, iron and steel, cotton and other manufacturers had an excellent month.

Railroad construction and employment.—Construction on the Brantford and Hamilton electric road was progressing. With seven miles of the grade already completed, and with three months yet to work, the contractors say that they will have the roadbed ready by January 1, 1907. The grading has been completed from Ancaster to a point six miles west of that place, and one mile east of Ancaster. In order to complete the grading before the cold weather comes on, two more grading outfits have been put to work. This makes eight gangs in all. The work on the mountain rock cut, although extremely heavy, is progressing satisfactorily. A force of 300 men are at work, receiving twenty cents per hour.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were still very busy. A large force of men were engaged in taking down old buildings to make room for the erection of the new terminal electric railway station and theatre. Bricklayers, masons, carpenters, lathers, plumbers, stonecutters, etc., reported a good month.

Metal, engineering and shipbuilding.—Iron workers at the steel plant and in machine shops have had an excellent season. Metal polishers were busy, and sheet metal workers and jewellers had a fair month, but horseshoers on the whole were fairly well employed.

Woodworking and furnishing.—Wood-

workers were busy, varnishers and polishers active, and coopers dull.

Printing.—Job and newspapermen were busily employed. Bookbinders were active.

Clothing.—These trades were very busy, except custom tailors who were not very active. Boot and shoe workers were busy.

Food and tobacco preparation.—Butchers, packers, etc., were active and cigarmakers and tobacco workers busy.

Miscellaneous.—Barbers, broom-makers, restaurant employees and bartenders were active. Laundry workers were very busy.

Transport.—Steam railway and street railway employees were active. Longshoremen had fair employment, and teamsters were busy.

Unskilled.—This class was busy and men were scarce.

DISTRICT NOTES.

Dundas.—All industries were very busy. The Bertram Manufacturing Company's new factory was giving employment to a large number of skilled men. Garment workers, glove workers, and axe factory employees were busy.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The conditions that prevailed during September continued; all seeking work found it readily. Several shops have been advertising for men, and unskilled labour for outside work was in demand. Civic improvements were held back owing to lack of men. The building trades continued very active, and several factories have been working over-time. Part of the works of the Brantford Starch Company was destroyed by fire; loss $30,000, covered by insurance. The works will be rebuilt. The Sand, Lime Brick Company has completed its buildings and expect to commence operations soon. The Grand Trunk Railway Company has completed a new round house. The price of milk has been advanced by the local vendors from 5 cents to 6 cents per quart, or 17 tickets for $1.00, instead of 20. The reason given was that the supply men had advanced prices. Retail and wholesale merchants had a busy month. The assessment returns give the city a population of 19,104. The value of real property amounts to $8,984,595; business, $1,217,046, and taxable income $227,003, a total of $10,478,644. Exemptions amount to $1,751,900. This shows an increase in realty of $647,950, in business property of $42,011, and in taxable income of $36,054.

CONDITION OF LOCAL INDUSTRIES.

Farmers were exceptionally busy; farm labourers were in demand. In some localities the root crop is not up to the average on account of dry rot. Potatoes were high, selling at 90 cents per bag.

The Massey-Harris Company has been running with a reduced force, as is customary at this season. Other factories were busy, some running overtime.

Work continued on both the G.T.R. and T. H. & B. roads. The former company is raising a stretch of tracks, which will take considerable time.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers and plasterers were very busy. Painters, plumbers and gas-fitters were busy.

Metal, engineering and shipbuilding.—Iron and brass moulders and coremakers were busy. Machinists and engineers were very busy, many working overtime. Electrical workers and linemen, metal polishers and buffers, stove mounters, blacksmiths, boiler makers, and sheet metal workers were busy. Horseshoers were active.

Woodworking and furnishing.—Carriage and wagon makers were busy, some working overtime. Pattern makers, millwrights and coopers were busy.

Printing and allied.—Printers and pressmen had a busy month.

Clothing.—Tailors were more active than during the previous month.

Food and tobacco preparation.—Bakers and confectioners were very busy. Butchers, cigarmakers and tobacco workers were busy.

Leather.—Leather workers and saddlers had a steady month.

Miscellaneous.—Barbers, clerks and delivery employees had an average month. Furriers were busy. Hotel employees and laundry workers were very busy.

Transport.—Railroad trackmen and freight-handlers were busy. Street railway employees had a steady month. Teamsters and draymen were busy.

Unskilled labour was in demand.

DISTRICT NOTES.

Paris.—Building operations were active. The mills and plough factory were very busy.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows: —

GENERAL CONDITION OF THE LABOUR MARKET.

The active condition of the labour market, which has prevailed for some time, continued throughout October. Factory workers in almost all lines had a steady month, while outdoor trades were exceedingly busy. An estimate of the season's building operations places the total at $500,000, the highest on record; this does not include expenditure on civic improvements, including sidewalks, gas extensions or sewers, which were large.

Tenders have been asked for the erection of a weaving shed, 166 x 122 and 40 feet high, to be erected this fall for the Guelph Carpet Mills Company. This company is taking over the old Petrie Separator factory and will install a cotton spinning plant. A proposition has been made to the firm of Messrs. Taylor & McKenzie to move its plant to Sussex, N.B., and in an endeavour to keep the works here a movement is under way to form a joint stock company, with increased capital.

At the last regular meeting of the Trades and Labour Council it was resolved to demand that an inquest be held in the case of a fatal accident from the collapse of a scaffold, and also that steps be taken to have scaffold inspectors appointed.

Junior school teachers, who under the present salary scale receive a yearly increase to a maximum, have received an additional $25 increase in cases where their present salary is under $400. Eight teachers received increases of $25, and one an increase of $20.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were well advanced with their fall ploughing and threshing.

Manufacturing.—Manufacturers had a good month, with a fair amount of orders on hand, and no difficulties with their employees.

CONDITION OF PARTICULAR TRADES.

Building.—The trades had a very busy month, interrupted for a few days by weather conditions. The season has been probably the most active on record, with considerable work yet on hand, and with good prospects for next year. Bricklayers, masons, carpenters, plasterers and lathers were all busy. Tinsmiths were very busy, and plumbers, stonecutters and builders' labourers active.

Metal, engineering and shipbuilding.—The iron trades had an active month, and iron moulders, machinists and helpers were steadily employed, but tube mill workers lost some time waiting for raw material.

Woodworking and furnishing.—The woodworking trades had an active month, showing an improvement in some lines over September. Woodworkers, piano and organ workers, upholsterers, etc., had a good month, and there was a slight improvement in the carriage trade.

Printing.—Printers had an active month.

Clothing.—Journeymen tailors and female garment workers were busy.

Food and tobacco preparation.—Bakers,

confectioners and cigarmakers had an active month.

Miscellaneous.—Barbers, delivery employees and clerks were busy.

Unskilled.—Labourers were in fair demand, with the supply about equal.

DISTRICT NOTES.

Hespeler.—By vote of the property holders, a loan was granted to the Hespler Machine and Tool Company, to build a new factory and employ about 75 hands.

BERLIN, ONT., AND DISTRICT.

Mr. Henry Peters, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial activity continued, conditions being generally about the same as in September, and comparing favourably with the corresponding month of last year.

The Pummer-Cowan Furniture Company has commenced operations. The Ontario Sugar Company has also commenced for the season. There are about 1,500 tons of sugar beets on hand, and in a few days the usual autumn rush will be on. The Grand Trunk Railway Company reported a difficulty in supplying sufficient cars for the transportation of sugar beets. The Anthes Furniture Company's factory is nearing completion; the main building is 112 x 68 feet, with a wing 112 x 55 feet; it is three stories high and has an annex, for boiler and engine house, 50 x 40 feet; the dry kiln is 135 x 20 feet. L. McBrine & Company, trunk manufacturers, have plans out for the erection this year of an addition to plan, 96 x 128, and three stories high.

There is still a scarcity of houses, especially of the cheaper class.

The cigarmakers' strike remained unsettled. No changes were reported in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting apples and root crops. Sugar beets are testing well, the percentage of sugar varying from 15 to 16. A few lots go as high as 18 and 20. The standard this year is 12 per cent, and $4 per ton is being paid for beets testing 12 per cent, with 33 1-3 cents for each additional percentage over 12. The farmers will on the average receive $5 a ton for beets this year.

Manufacturing.--All establishments were active, with a number working overtime. A number of firms found it difficult to secure sufficient labour. The firm of M. Ott & Sons reported an output of 3,000,000 bricks this year, with orders still on hand.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were very busy, and it has been difficult to secure sufficient men to satisfactorily carry on the work in hand.

Metal, engineering and shipbuilding.—Condition continued satisfactory.

Woodworking and furnishing.—These trades were all exceptionally busy, in some instances working overtime.

Printing.—Printers, pressmen and bookbinders were active.

Clothing.—Journeymen tailors and garment makers were very active.

Food and tobacco preparation.—Bakers, butchers and meat cutters reported a good month, with cigarmakers and tobacco workers active.

Leather.—All were active.

Miscellaneous.—Active conditions prevailed.

Transport.—Railroad workers in all lines were busy.

Unskilled.—Work was fairly plentiful.

WOODSTOCK, ONT., AND DISTRICT.

Mr. R. F. Parkinson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

With the cessation of building and street improvement operations, unskilled labour became decidedly more plentiful as the month advanced, and with the completion of outside work in the rural districts within the coming month, the supply will further increase. There was also

a noticeable increase in the supply of skilled labour. The demand, however, was quite equal to provide for every application for work. General activity prevailed in all branches, conditions comparing favourably with the previous month and the corresponding period of last year. Every factory in the city was working full time, with the employees of many departments engaged overtime. Construction work was completed on the new factories of the Standard Fence Manufacturing Company, the Warren Church Organ Company, the Woodburn Milling Company, and an addition to the Woodstock Wagon Company. Operations were also finished on the new waterworks reservoir, erected at a cost of $25,000. The unequalled prosperity of the people practically assures several months of exceptional activity. Practically all the manufacturing concerns of this district have orders ahead for the greater part of the fall and winter season. The musical instrument and the agricultural implement trades were never more active. The D. W. Karn Organ and Piano Company was shipping musical goods as quickly as made, and had orders ahead for six months. The Bain Wagon Company was very busy. This firm will close its factory for three or four days in November for stock-taking. The James Stewart Company is experiencing a most successful year. Shipments for the month were heavy. Wholesale and retail trade was very brisk, in view of the approach of the holiday season. No changes in wages or hours of labour were reported, and relations between employers and employees were harmonious.

The Canada Furniture Manufacturers, Limited, which operated four factories in this city, has submitted to the city council a proposition for a loan of $100,000 for 20 years, without interest. In return for this they will erect here a very large furniture factory and employ 600 hands, 50 per cent more than their present working force.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy, completing fall work. The dairy industry was active. Cheese-making will cease in the majority of the factories in this district on November 1st.

Manufacturing.—Every branch was active, with the outlook for future months most encouraging.

CONDITIONS OF PARTICULAR TRADES.

Building.—Operations for the year are drawing to a close. Weather conditions towards the end of the month prevented outside work. As a result, masons and bricklayers became less active. Plasterers, lathers, carpenters and plumbers had plenty of employment on interior work. The building trade generally has been very active all season.

Metal, engineering and shipbuilding.—Moulders, polishers and stove workers had a good month. Machinists, engineers and electrical workers were busy; jewellers became more active as the month advanced.

Woodworking and Furnishings.—Carvers, upholsterers and woodworkers had steady employment. Piano and organ makers were engaged overtime, while wagon and carriage makers were very busy.

Printing.—Printers, pressmen and photographers were steadily employed, as in the preceding month.

Clothing.—Conditions among tailors, garment workers and boot and shoe workers showed a decided improvement, all available labour being regularly employed.

Food and tobacco preparation.—Bakers and confectioners had a busy month, with excellent prospects for the two coming months. There was plenty of employment for cigar and tobacco workers.

Leather.—Tanners, curriers and leather workers found trade active.

Miscellaneous.—Clerks and delivery employees had entered upon their busy season.

Transport.—Teamsters and railway employees reported conditions satisfactory

Unskilled.—An increase in the supply caused a decrease in wages. Men by the day are now receiving from $1.50 to $1.60. Farm labour is about $12 to $15 per month, with board. Day labour may decrease in the city to $1.25 per day.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

October has been a good month for labour, chiefly on account of the favourable weather. Every one of the building trades has been well employed, with in some cases a scarcity of mechanics. A large number of building permits has been issued, chiefly for residences. A by-law is to be voted on by the ratepayers, on November 5, to guarantee bonds to the extent of $25,000 to the Kemp Company for the manufacture of agricultural implements. The company intends to employ about 50 men to start with, and to enlarge the works to accommodate double that number later. A factory to manufacture patented ploughs is to start business here shortly. The company expects to employ a number of men and to be in its shop December 15. Wholesale and retail merchants report business very good. There were no changes in rates of wages or hours of labour.

The assessment roll shows Stratford's population to be 13,219, an increase of 182 over 1905. The total assessment is $6,023,700, as compared with $5,661,610 last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were favourable, root crops being reported good. The apple crop has been saved in good condition. Prices for fruit were higher than during the corresponding month of last year.

Manufacturing.—Manufacturing, especially in woodworking factories, has been active. The clothing factories also have been busy.

Railway construction.—The Guelph and Goderich Railway has reached a point about two miles beyond Moncton. Owing to the soft condition of the swamp, it is necessary to "full tie" the track, and as a consequence, progress is not so rapid as it otherwise would be.

It is expected that the road will be made as far as Milverton this fall, though the management is anxious to reach Blyth before interrupting the work of construction.

CONDITION OF PARTICULAR TRADES.

Building.—Every branch reported a busy month. This city has experienced great activity in building this summer.

Metal.—Iron moulders and helpers, engineers, boilermakers, blacksmiths and horseshoers were all fully employed.

Woodworking and furnishing.—The woodworking trades were active, with a demand on the sash and door factories. Coopers had a busy month, owing to the demand for apple barrels.

Printing and allied.—Printers had a good month.

Clothing.—Journeymen tailors were in their busy season. All garment working factories have been running to full capacity to keep up with orders.

Food and tobacco preparation.—Bakers and confectioners find trade steadily improving, with the increase in the city's population. Cigar factories were active.

Miscellaneous.—Clerks and delivery employees have been active. Hotel help and laundry workers were in demand.

Transport.—All classes of railroad men were very busy. Teamsters were active.

Unskilled labour.—This class has been well employed.

DISTRICT NOTES.

Goderich.—Snow to the depth of eight inches fell here on October 10. Following a heavy rainfall, the weight of snow caused destruction to fruit and trees, as well as carrying telephone wires to the ground. Part of the Guelph and Goderich Railway track has fallen, and a portion overhangs the G.T.R. tracks.

St. Mary's.—The West Nissouri oil drillers intend to run the Nagle well to the depth where the oil was first struck. The well will then be cased to ascertain the quantity of oil.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During October there was no abatement in industrial activity, and labour was employed to its fullest capacity. An asphalt pavement has been finished on King street, and over eleven miles of cement sidewalks. Contracts have been let for a new school to cost $7,475. The Wilcox Manufacturing Company, manufacturers of house building hardware, has increased its business so greatly that it is the intention of the firm to erect a large addition this fall. The McClary Manufacturing Company has decided to enlarge its plant by erecting a five-storey warehouse, 100 x 250 feet, for storage purposes; the old storage building to be devoted to manufacturing. The new building will cause an increase of 100 hands, making the total employed by this company over 1,100. The improvements to the post office have been completed. Real estate sales are very active; the returns compiled by the assessment commissioner's department for the first nine months of 1906 show there were 958 transfers, being 77 more than in 1905, and 260 more than 1904.

A cheque was received by the city clerk from the Pere Marquette Railway for $3,149.15, their payment for rental and percentage on earnings of the road between London and Port Stanley, owned by the city and leased to the Pere Marquette, for the quarter ending September 30th .

On the first of October, an increase was granted to the employees of the four cartage companies from $39 to $41.50 per month. This was accepted, settling the cause of the strike during September.

Prices of eggs and butter increased, eggs selling for 23 cents per dozen, and butter at 24 cents a pound.

The elevation of the G.T.R. tracks through part of the city and on the outskirts continues. Six work trains, two steam shovels ,and over 200 men are at work. The tracks are being raised about 20 feet. At Hyde Park, a grade is being cut through and lowered at least 20 feet. The bridge at the Cove is being raised, without interfering with traffic. New engines of what are called the "Ten Hundred Class" are being put on both the freight and passenger trains in this section, and are much more powerful than the old ones.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and carpenters were exceptionally busy, with a demand for carpenters. Lathers had more work than they could do, and many contractors were offering a bonus. Plasterers were refusing to take houses in some instances, having more than they could handle. Painters and plumbers were very busy. Stonecutters were busy, receiving numerous orders from surrounding towns. Builders' labourers were in demand.

Metal, engineering and shipbuilding.—Moulders reported trade good. Iron workers were extra busy, and at the Rolling Mills continued to work a night and day shift. Electrical workers reported an ever increasing demand. Metal polishers and stove mounters were busy. Boilermakers stated that trade is increasing rapidly in this city. Sheet metal workers were in demand.

Woodworking and furnishing.—Woodworkers on house work were exceptionally busy. Carriage and wagon makers were busy on their winter goods. Car builders, on freight work, were very busy repairing. Coopers reported trade extra good, and more machinery being installed.

Printing and allied.—Printers and pressmen were very busy, and in some of the job offices were working overtime. Bookbinders were extra busy.

Clothing trades.—Journeymen tailors reported business brisk, a large number of orders for overcoats being in. Garment workers were exceptionally busy; the second storey is up for the new Green-Swift Clothing Company building. Boot and shoe workers report trade good.

Food and tobacco preparation.—Cigarmakers report trade good, but a feeling of uneasiness existing as to the outcome of

the local option voting in the different townships in this vicinity at the elections in January, and its effect on their trade.

Leather.—Tanners report business as extra good, and more hands being employed.

Miscellaneous.—Paper box makers reported trade better than ever before; in one shop the girls are working from 7 a.m., instead of 7.30, for a short time; and in another shop three nights a week overtime was worked. Show case and office furniture factory employees were working overtime. Broom makers report trade good. Theatrical employees' season is in full progress.

Transport.—The amount of freight moving continued heavy, and train crews were making very large months.

Unskilled labour was employed to its fullest capacity, and prospects are bright until the very severe weather sets in.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been no falling off in the activity in the various departments of industry. The demand for labour continued active in almost every line, notwithstanding the lateness of the season. The excellent weather conditions were held in great part responsible for this. Outside work in the building trades continued without abatement, and there was a decided scarcity of skilled labour. Certain departments, including bricklayers, have been kept back with their work because of the scarcity of carpenters. The demand for skilled labour, especially carpenters, machinists and plasterers, showed little or no prospects of immediate cessation. The demand for unskilled labour has been considerably greater than for the previous month or in October, 1905. The influx of foreign and British labour has not been sufficient to fill the demand. Labour was scarce for civic improvement work.

There is a decided scarcity of houses in this city, especially of cottages. As houses of this sort are finished, they are immediately occupied, and there have been cases where occupancy has taken place previous to completion. Many have found it more profitable to board than keep house during the winter months.

Business men reported the month satisfactory. Local industries were working full time, with good prospects ahead.

At a recent meeting of the City Council application was forwarded to the Hydro-electric Commission for 1,600 H.P. This is considered sufficient to supply the city, exclusive of the railway shops, which would require an additional 500 H.P., should the railways decide to make use of the power.

On the railways, conditions remained unchanged, there being no decrease in the amount of business handled. On the Père Marquette Railway, a car shortage has affected business. The statements for October show an increase in passengers and freight, inward and outward. Local freight shows a decided increase, there being above 100 cars more sugar beets handled this month than during the corresponding month of last year. Train crews were all working overtime. Telegraph operators along the line have received an increase in pay, $45.00 per month now being the minimum, and $65.00 per month the maximum.

On the Michigan Central Railway there has been an almost unprecedented rush of freight. Many brakemen and firemen have been promoted, so as to provide crews to cope with the rush. This month's engine mileage is reported to be 10 per cent greater than that of last October. In the shops the men were working overtime. The master mechanic stated that the men were working all day and half the night, and still were behind with the work. There was still a decided scarcity of machinists; also a steady demand for unskilled labour. On the Wabash-G.T.R., train crews were very busy, and the amount of passenger and freight traffic was proportionately as great as that on the M.C.R.

The Canadian Iron Foundry Company reported its employees working overtime, with plenty of work ahead. The Southern-Innis

Company, stave manufacturers, were busy; it is possible that the factory will close for the season in about one month's time. J. H. Still & Co., handle factory, reported plenty of work, with a good supply of fall orders ahead. This factory has experienced a slight scarcity of help. Norsworthy & Co., iron founders, reported all men working, with prospects good, and no scarcity of help. Heard & Co., wagon manufacturers, reported most favourably, with men all working full time, and a slight scarcity of help experienced.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been employed with the root crop, fall ploughing and in making preparations for winter.

Manufacturing.—All reported the month an active one, with occasional scarcity of labour, skilled and unskilled.

Railway construction.—Road work on the railways continues, the weather being very favourable.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were all employed, lathers and plasterers were very busy, and plumbers busy.

Metal and engineering.—All hands were well employed.

Woodworking and furnishing.—Activity prevailed.

CHATHAM, ONT., AND DISTRICT.

Mr. John, R. Snell, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during October showed but little change from the preceding month. In civic work, there was a slight improvement, a number of men being employed on street paving, sewer construction, granolithic sidewalks, etc. The building trades were quiet, very few buildings being in course of erection. The prevailing style of new dwellings is of good appearance, with modern conveniences, and commanding a rental of from $14.00 to $16.00 per month. It is claimed by contractors that the excessive cost of building material is responsible for the dullness in the building trades. Through traffic was fairly active. Wholesale and retail trade was quiet. No changes in rates of wages or hours of labour were reported, with no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy marketing their crops, large quantities of sugar beets being sent to the sugar factories in Wallaceburg and Michigan.

Manufacturing.—All local factories were fairly active. The wagon and carriage works were getting out sleighs and cutters for the North-west market.

Railroad construction. — Only repair work was under way.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and plumbers, stonecutters and builders' labourers were quiet.

Metal and engineering.—Iron moulders, machinists and engineers, electrical workers and linemen, sheet metal workers and horseshoers were active. Blacksmiths and boilermakers were quiet.

Woodworking and furnishing.—Woodworkers, upholsterers and varnishers were busy. Coopers were very busy.

Printing.—Printers, pressmen and bookbinders were busy.

Clothing.—Journeymen tailors, and boot and shoe workers were busy.

Food and tobacco preparation.—Bakers and confectioners were active. Butchers, cigarmakers and tobacco workers were busy.

Leather.—Harness makers and saddlers were quiet.

Miscellaneous.—Barbers, clerks, stenographers and delivery employees were active. Laundry workers were busy.

Transport.—All railroad men reported a busy month. Carters, draymen and teamsters were active.

Unskilled.—Was fairly active.

DISTRICT NOTES.

Tilbury.—The production of oil in the Tilbury East field is now estimated at 1,000 barrels a day. This is the production that has reached Merlin, the natural shipping point for the field, since the new four-inch pipe line was laid.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was very active during October, and there was no need of any workman, skilled or unskilled, being idle, though activity was chiefly among those employed in manufactures.

The Canadian Salt Company is building a large addition to its plant to enable it to supply the demand.

The chief problem in Windsor has been how to meet the scarcity of female help. The Norris Manufacturing Company, manufacturers of collars and cuffs, and the Leather Label Overall Company were hampered for the want of suitable help. The sewing room of the Norris Manufacturing Company has been shut down altogether, and only the laundry department was running. The plant has a capacity for 60 or 75 hands. It was impossible also to get girls for house work.

Work has started on the construction of the Detroit River tunnel, a large number of workmen and teams being employed. It was the intention of the builders to increase this force soon. W. J. Pulling & Co., of this city, has been awarded the contract to supply all lumber for the tunnel, *i.e.*, between 8,000,000 and 10,000,000 feet.

The building trade has been more active this month, several contracts being let. Others will be let shortly. The aggregate amount expended on building in the city for nine months past is $146,124.

The Canadian Pacific Railway Company has remodelled the trainmen's quarters at the round-house and has fitted them up with steam-heating apparatus, electric lights, baths and closets, etc.

The Assessment Commissioner has completed the assessment roll for 1907, there being an increase of 292 in the population since the assessment was taken four months ago. The following are detailed returns:—Land, $3,278,625; buildings, $4,505,775; business, $647,875; income, $131,675; total, $8,063,950. Population, 14,802.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy, husking corn and gathering in the root crop. There was one night's heavy frost, which injured tobacco plants.

Lumbering.—Trade was brisk.

Manufacturing.—All industrial establishments were active.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were well employed, and expect to be so for some time to come, as there are a lot of new buildings starting. Bricklayers, masons, lathers and plasterers were actively employed, and carpenters were in demand. Painters, plumbers, gas and steamfitters were busy.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers reported a good month, with plenty of work ahead. Electrical workers and linemen, brass workers, stove mounters and blacksmiths reported plenty of work. Sheet metal workers were very busy.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers were active, with plenty of orders ahead.

Printing.—Printers and pressmen were all working.

Clothing.—Journeymen tailors and garment workers were very busy, the fall trade having begun.

Food and tobacco preparation.—Bakers, confectioners, and butchers reported business very good. One of the bakers has raised the price of bread to four cents for a 1 1-4 pound loaf.

Leather.—Harness makers were active.

Miscellaneous.—Barbers reported a slight falling off in trade. Clerks and de-

livery employees were well employed, and female help in demand.

Transport.—All classes of railway men and steamboat men were busy. Teamsters and expressmen reported trade fairly good.

Unskilled.—Workmen were well employed.

DISTRICT NOTES.

Walkerville.—All manufacturers were very busy and working their establishments to full capacity. The building trades continued brisk.

Sandwich.—The Saginaw Lumber and Salt Company has closed its mills down for the season and has laid off about 100 hands. These will not be out of employment long, as there is a demand for men.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during October, supply and demand being about equal. There was an active demand for men for the lumber woods at from $32 to $38 per month. Business during October was more active than during the previous month, the rain and cooler weather having a tendency to improve trade, especially in clothing, and boots and shoes.

The canal returns thus far show an increase in traffic each month over those of last year. The returns for the month of September show an increase of 1,467,215 tons over the tonnage of September, 1905.

The Lake Superior Corporation has issued its annual report for the year ended June 30, 1906. The following is taken therefrom:—

"Interest on investment securities increased $53,589. Total income increased $553,205. The balance increased $515,497. The surplus increased $64,356."

"The general balance sheet shows total assets of $54,395,262, as against $53,914,799 during the previous year, cash, $55,261, against $76,095; investments, loans, and securities of subsidiary companies, $51,184, against $51,020,928; bills payable, $688,235, against $800,000; profit and loss surplus, $591,682, against $34,802."

The report of the president stated that during the year the important plants of the operating companies had been actively employed, and, in this direction the expectation of the directors had been realized. The hope was expressed that the current year will see others of the plants in operation and that the results to the corporation will be more profitable. Referring to the blast furnaces and steel rail plant, this branch of the work was stated to have shown great development and improvement, the estimated production of 150,000 tons of steel rails for the year having been exceeded by about 10,000 tons. The providing at the earliest possible date for another blast furnace having a daily output of at least 400 tons was advised. This would nearly double the present production of pig iron and thereby furnish material adequate for the most advantageous operation of the rail mill. The blast furnaces operated during the past year have made 130,902 tons of pig iron, which is considered a very satisfactory showing. It was further stated that the construction of two thirty-ton open hearth furnaces had been authorized, and their completion expected early in December, 1906. Less ore was taken out of the Helen mines, according to the president, than during the preceding year. Several causes combined to produce this result, among which were mentioned labour troubles and a fire which destroyed the hoisting apparatus and machine shop, all of which have since been replaced. The two railways and the fleet of steamers have been profitably operated, and as in the previous year, mostly with the company's freight. The two traction companies together have shown increased business and better results. An extension of the route on the American side is under consideration. The Tagona Water and Light Company made its usual good record. For the two years ending June 30, 1906, $527,883 were expended for betterments and extensions to many properties and plants. On June 30, 1906, the total inventory of material and supplies, and outstanding accounts receivable held by the subsidiary companies, amounted to $4,129,672.

CONDITION OF LOCAL INDUSTRIES.

A good deal of prospecting was done in this vicinity, and some rich finds reported. One, by men from Rossland, B.C., was made on the old Bruce mines property. Several good prospects were being worked, but the absence of a smelter is severely felt. Agriculture, lumbering, manufacturing and other industries were active. The steel plant was running on orders well ahead.

CONDITION OF PARTICULAR TRADES.

Active conditions prevailed in the skilled and unskilled trades.

PORT ARTHUR, FORT WILLIAM, ONT., AND DISTRICT.

Mr. R. B. Harstone, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been exceedingly active in every branch during October, every one willing to work having an opportunity of doing so at remunerative wages.

The contract for the building of a large breakwater has been awarded to J. Hogan, of Montreal, his tender, $350,000, being the lowest. It is expected that this extensive work, so necessary for the protection of the large and increasing marine business of the port of Port Arthur, will be prosecuted with every vigour this winter, and it is anticipated that it will be well advanced by the opening of navigation next spring.

The opening of the Kekabeka Power Company's plant marks the completion of an important enterprise; henceforth electrical power will be available for those choosing to use it in Fort William. The company has spent considerable money installing machinery and electric light plant, and the results so far have been most satisfactory. At present there are about 150 men employed on the work, but that number will be largely increased in the near future.

CONDITION OF LOCAL INDUSTRIES.

Transport.—The immense wheat crop, which was ready for shipment much earlier than usual, together with the phenomenal increase in the volume of westbound freight has severely taxed the resources of the Canadian Pacific, and Canadian Northern Railway Companies. While some congestion was reported, the work was well in hand at the terminals of Port Arthur and Fort William, and inward and outbound freight received very prompt despatch. This has been largely owing to the satisfactory settlements reached between the railway companies and the longshoremen, by which the services of a large body of experienced men were retained. The securing of additional men required to enable the companies to cope with the rush, which, from present indications, will continue until the close of navigation, was also assured. Labour was in very active demand.

Manufacturing.—The negotiations with the Coates Manufacturing Comuany have been broken off, and the company has decided to locate its factory at Peterborough. The Canada Iron Foundry Company, however, has commenced the construction of its plant at Fort William, and announced its intention of rushing work to completion with all possible speed. When completed about 200 men will be required to operate the plant. The blast furnace at Port Arthur is nearing completion and the company has placed an order for 10,000 tons of coking coal to be delivered before the close of navigation. The company is also building five miles of railway from Hematite on the main line of the Canadian Northern Railway, to connect with its mines on the Atikokan range, so that in March, if not before, the manufacture of Bessemer pig will be commenced, giving steady employment to at least 200 men. The Meisel Manufacturing Company has purchased a site and is making arrangements for the immediate erection of the necessary buildings, and the installing of the plant in the same as quickly as possible. The plans show that the main buildings will be 350 feet in

length, the foundry 60 x 22; boiler-house 60 x 100; warehouse 75 x 250, with office buildings, etc. The company will manufacture harvesting machinery, and will employ about 200 men. The first order the company received from a western firm amounted to $50,000, and calls for delivery by June 1, 1907. The Seaman-Kent Company is arranging for the location of a factory for producing hardwood furnishings, and plans are prepared for the following buildings which will be erected with every despatch possible:—Mantel factory, 3 stories high, 60 x 200; flooring factory, 80 x 300; storage warehouse, 60 x 150; three kilns, 40 x 100; boiler and engine house, 20 x 60, and office, 24 x 32 feet.

Unskilled labour.—This class was busily employed, with a slight scarcity of experienced labourers.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During October the weather was most favourable for outdoor employment, and every available man was at work. Compared with the corresponding month of last year, the demand for men was keener. Towards the latter end of the month a steady immigration into the city from country points began, labourers returning from the harvest fields, many being on their way back to Eastern Caanda.

The railroad construction camps are still in full working order, but it is expected that in the prairie section operations will cease in the month of November.

All factories in Winnipeg were busy. Many new ones are in course of erection. At a recent meeting of the Winnipeg Development and Industrial Bureau, a list of factories under construction or proposed was submitted as follows—a brewery and distilling plant, the Manitoba Gypsum Company's factory, the Standard Gillet Light Company's plant, the Four Exporting Company's blending plant, the Majestic Wire Fencing Company's factory, the Western Foundry Company's foundry, the Telegraphone Company's factory, the Seamen-Kent Company's factory, the Ivel Manufacturing Company's machine plant, the Bemis Bag Company's factory, the Smart Bag Company's factory, the Northwestern Packing Company's plant, the Dominion Bridge Company's plant, the Canadian Brass Company's foundry, the Dr. Cornelius wire mattress factory, the Sherwin Williams paint factory. This list is not a complete one. The Bureau purposes making a canvas of the wholesale dealers of Winnipeg with a view of finding out what are the chief manufactured articles imported into Winnipeg, and this information will be tabulated and supplied to those who are thinking of starting factories in Winnipeg.

The greatest activity was still evident in the building trades. Permits have been issued to date which show the estimated value of the buildings being erected this year to be $11,600,000. This sum is already greater than for the whole of last year, and permits continue daily to be applied for.

Commercial activity was greater than it hitherto has been. For the week ending October 25, bank clearings showed a gain of 59 per cent over the total for the corresponding week of last year. Previous weeks also showed gains almost as striking. Some inconvenience has been experienced as a result of the inability of the transportation companies to handle the grain as quickly as the farmers and the business men desire.

Retailers of all classes were all busy, the immigration into the city of labourers from the farms causing great activity. The cessation of the building trades strike has also removed a cause of dullness.

There have been no material changes in wages during the month, and no new strikes, though that of the Journeymen Plumbers was reported as still in effect.

The license inspector for the city of Winnipeg recently took action to collect licenses from importers of apples that were retailing them directly from the railway company's cars. This can only

be done legally by taking out a transient trader's license which can be obtained upon payment of a fee of $200.

The delegates from Winnipeg to the Dominion Trades and Labour Congress held recently at Victoria called a meeting of labour men in Winnipeg which took place on October 15 for the purpose of forming a political labour party. The meeting decided to form a party and elected officers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season for harvesting and threshing has been the finest on record. Up to October 20, 30,000,000 bushels had been marketed as against 23,000,000 for the corresponding period of last year. The Canadian Northern Railway has moved 4,494 cars this season as against 3,704 last season, and the Canadian Pacific Railway 10,665 as against 12,395 cars last year. One company shows a gain of 790 cars and the other a loss of 1,658 cars. The gain of the Canadian Northern is not up to expectations considering the number of additional miles operated. Both companies have been short of rolling stock.

Representative millers of Western Canada have organized for the purpose of jointly handling their output and for the establishing of a uniform grade of Western Canadian flour. For this purpose a warehouse will be erected in Winnipeg that will be equipped with blending machinery.

Railway construction.—Railroad building was prosecuted vigorously, but no new works were entered upon, as the season for the handling of earth, except in the more westerly parts of the Dominion, is drawing to a close. Some very large contracts were let for the taking out of ties which will be required as soon as the weather in the spring permits.

CONDITION OF PARTICULAR TRADES.

Building.—The loss of time caused by the strike has necessitated the employment of every available man. Business agents of the respective unions say that all their members were fully employed and in the case of several of the trades there was an actual shortage, the contractors endeavouring to get all the buildings they have on hand closed in before the severe weather sets in. So far, the weather has been all that could be desired and very satisfactory progress has been made. It is impossible to single out any trade as being busier than another. For the past few years there has always been a surplus of carpenters, but during the whole of the present season there has been an actual dearth. This is accounted for by the building activity that is proceeding all over the west. At Edmonton the building permits aggregate over $2,000,000 and both Regina and Moose Jaw over $1,500,000. Brandon and Portage la Prairie also report record building years. These are the larger towns and cities of the west, and at the same time there is a similar activity in the smaller towns and villages.

Metal, engineering and shipbuilding.—In the iron trade business was exceptionally good, and all resources were taxed to meet the demand for work. One manufacturer reports having to send work to eastern points in order to get it done within reasonable time. Electrical workers, sheet metal workers and those engaged on work in connection with new buildings were in great demand, and will continue to be during the whole of the winter months. Many large buildings are now enclosed and protected against the weather and the interior work will proceed without interruption until completed.

Woodworking and furnishing.—All the woodworking factories were busy, and similar conditions existed in the furnishing trade.

Printing and allied.—Printers generally reported trade as brisk, and there seemed to be a demand for competent workmen.

Clothing.—A new company has been incorporated with a view of manufacturing clothing of all kinds. Existing factories reported orders plentiful.

Food and tobacco preparation.—Bakers and confectioners were busily employed, and the trade is assuming much larger

proportions. Cigar factories were steadily increasing their output.

Transport.—All classes were busy, all available equipment being manned to handle the rapidly growing volume of traffic.

Unskilled.—There has been a migration into the city of many men who are looking for inside and light employment. This movement generally takes place as the cold weather approaches, and it promises to be very considerable this year following the heavy immigration into the West during the summer months.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General activity continued during October. A large number of threshing hands were supplying the demand for unskilled labour on railway construction work. There was a buoyant tone in business. Real estate values were high, large prices being paid for business and residental properties. Taxes are decreasing, owing to the increased value of property. Considerable activity continued in the building trades. The Union Bank was reported to have secured premises, and the Traders and other banks were looking for suitable sites. Plans have been prepared for extensive alterations in the post office. A contract has been let for the erection of the Brandon Collegiate Institute, but the work is likely to be delayed until next season. Customs collections were 40 per cent greater during the financial year, which closed June 30, than during the preceding year; this is attributed to the general increase in consumption owing to the city's rapid growth.

The Canadian Pacific Railway Company has made a reduction on rates on shipments of agricultural implements and vehicles. This will assist in the distribution of this class of goods.

The machinists and boilermakers in the employ of the Canadian Pacific Railway Company were granted, on October 1, an increase of 3½ cents per hour. There has been no unrest in the labour market.

The Canadian Pacific and Canadian Northern Railway Companies are making every effort to supply sufficient cars for the movement of the grain, but in consequence of threshing operations being so much in advance of what had been expected, the demand for cars from all points has been very great.

It has been decided to hold an annual winter fair at Brandon. A new association will be formed with a capital of $50,000, and will erect a large building as soon as possible, suitable for housing and showing the live stock.

Arrangements have been completed for holding a convention of municipal delegates, at which the telephone question will be fully discussed and plans laid for building independent lines in municipalities. The province of Manitoba is believed to offer favourable conditions for a publicly-owned telephone system. The Government is to submit a plebiscite as to whether the people are in favour of a government-owned system or not.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The last grain report of the Canadian Pacific Railway Company for the season of 1906, shows that the average yield of wheat as estimated by the company's agents was a little over 21 bushels per acre. This may be taken to indicate that the total crop of 1906 will be a very satisfactory one. The report further shows that the grain is all either fair or of good quality. The weather on the whole has been very favourable for threshing, which is almost completed in this district. The test plots at the Experimental Farm here show an average of sixteen per cent less than last year; the cause is said to be the rust and hot winds that occurred just before the wheat matured.

Considerable difficulty was experienced in getting sufficient cars to move the wheat. The grain blockade on the "Soo" line points was complete. At some points

wheat was being dumped on the ground along the line of railway. One buyer has 40,000 bushels lying in the open, and many farmers are building temporary bins to hold the grain until such time as it can be shipped.

The large number of threshing outfits destroyed by fire this year has been much discussed. Twenty-five have been burned, with, in some cases, both horses and grain, and owners and employees have received injuries in attempting to save the machinery.

Lumbering.—The Hanbury Lumbering Company has sent out a gang of men to its logging camp. This company has a warehouse five stories high and with 8,000 feet floor space in course of erection. The company employs 150 men the year round.

Manufacturing.—Four millers reported a very active trade, with some mills running night and day to fill orders.

Railroad construction and employment.—The Canadian Northern Railway Company stated that about 500 miles of track laying represents its season's construction work; of this there are about 200 miles on the prairie west of Winnipeg. The work of grading for the Brandon, Saskatchewan and Hudson Bay Railway within the city limits has been started; it is expected to be completed in the course of a week's time. Track laying on the Grand Trunk Pacific, west of Portage la Prairie, is being proceeded with at the rate of two miles a day. Authorities state that this road will be in readiness to handle next year's crop as far as Edmonton. The Canadian Pacific Railway Company will lay over 50 miles of steel rails on the branch line running north from Moose Jaw this fall.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters and joiners, plasterers, paperhangers, plumbers and stonecutters were busy.

Metal, engineering and shipbuilding.—Iron moulders, machinists, steam engineers, sheet metal workers, and boilermakers were busily employed.

Woodworking and furnishing.—Woodworkers, upholsterers and jewellers were active, with opening for one patternmaker as per advertisement in local newspaper.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were very active.

Food and tobacco preparation.—Bakers, confectioners, butchers, meatcutters, cigarmakers, tobacco workers, and ice handlers were busily employed.

Leather.—Tanners, curriers, saddle and leather workers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees and laundry workers were very active, and furriers more active than last month.

Transport.—The employees of the Canadian Pacific and Canadian Northern Railways were very busy. Cab drivers, expressmen, draymen, carters and teamsters were busy.

Unskilled.—The market was well supplied by men who had returned from threshing operations, a great many hiring for railroad construction work. Others have gone to the lumber camps at Duck Mountains.

DISTRICT NOTES.

Souris.—Work was commenced on the erection of a Methodist church to cost about $20,000.

Lloydminster.—A school is being built at a cost of $4,000.

Yorkton.—Last year 1,591,750 bushels of wheat were shipped from the elevator here; this did not include the amount in store and what was retained for food. This year these figures will be increased by 800,000 bushels.

Portage La Prairie.—A farm was recently sold for $450 per acre.

Griswold.—Wheat production in the Griswold district has been as heavy as it was twenty-four years ago. Twenty acres produced in 1882, 940 bushels of No. 1 hard wheat, and the same land this year produced 800 bushels that graded No. 1 hard.

MOOSE JAW, SASK., AND DISTRICT.

Mr. Jas. R. D. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of labour during October was not so active towards the end of the month as during September, owing to harvesting and threshing being about finished. There was great activity, however, among unskilled labourers throughout the country, and every man not required in agricultural pursuits was in demand by railway contractors and in the building trades. The weather has been exceptionally fine, only two days in September causing a stoppage of outdoor work during the whole season to date. The building trades were very busy, with transportation considerably busier than at any previous season. The exceptionally fine weather caused heavy marketing of wheat, and although the railways have handled a greater amount of traffic than ever before, there was a shortage of cars, and the elevators and grain storage warehouses throughout the country were filled to overflowing. The Canadian Pacific Railway Company has relieved the situation a little on the Soo line by allowing the loading of foreign cars for shipment to Duluth, instead of Fort William. The strike at the coal mines at Lethbridge which furnish the chief amount of the coal consumed in this province, caused inconvenience. Every coal shed along the railways is without coal, and it is fortunate the weather has been so exceptionally fine or there would have been suffering. There has been great activity in real estate trading in Moose Jaw. The Railroad and City Young Men's Christian Association has started excavation for a building to cost $60,000.

The harvest in the district tributary to Moose Jaw has been even better than was expected. It is estimated that the wheat in the district north will average twenty-nine bushels per acre. There were yields on well worked lands of thirty-eight bushels per acre.

There is a very marked scarcity of houses, and rentals are very high. The ordinary seven-roomed house rents at Moose Jaw at from thirty to forty dollars per month, according to location and improvements.

During the month, boilermakers and machinists, employed by the Canadian Pacific Railway Company, received an increase in wages averaging three and a half cents per hour for boilermakers, and three cents for machinists.

The cost of the principal articles of food in Moose Jaw was as follows:—

Potatoes, per bushel	$0.75
Onions "	2.25
Turnips "	1.00
Carrots "	1.00
Parsnips "	1.00
Beets "	80
Cabbage, per dozen	75
Tea, per lb.	40 to 75
Sugar, per 100 lbs.	5.60
Butter, per lb.	35
Eggs, per dozen	35
Apples, per barrel	4.75
*Coal, per ton	8.00
Coal oil, per gallon	40
Electric light, 1000 W.H.	14

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This has been a prosperous year for the agricultural classes.

Manufacturing.—All industrial establishments were very active, particularly building material manufacturers.

Mining.—The mining industry at Estevan and district was very active owing to the great increase in the demand for fuel.

Railroad construction and employment.—Construction work on the various railroads was very active, with a demand for additional labour.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were very active, and carpenters and joiners very busy with good demand. With lathers and plasterers, trade was very good. Plumbers, gas and steamfitters were very busy, with builders' labourers active.

Metal, engineering and shipbuilding.—Machinists and engineers, steam engineers, boilermakers, electrical workers and linemen were active, with blacksmiths and horseshoers very active, and jewellers and watch-case makers busy.

* Formerly $7.50, increased price caused by scarcity of supply.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers were very busy, with upholsterers and car builders active. The staff of the latter has been increased.

Printing.—Printers were very active with a demand for experienced men. Bookbinders were busy.

Clothing.—Journeymen tailors and garment workers were very active, also boot and shoe workers.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were very busy.

Leather.—Leather workers and saddlers were very active.

Miscellaneous.—Barbers were active, clerks and stenographers well employed, and delivery employees active. Hotel, restaurant and theatre employees were very busy.

Transport.—Train crews and telegraphers, switchmen, trackmen and freight-handlers were exceptionally busy. Cab drivers, hackmen, carters and draymen, teamsters and expressmen were all very actively employed.

Unskilled.—The demand for labour was somewhat relieved owing to harvesting being completed. The wages for unskilled labour were slightly less than during September. At present $2 and $2.25 are the current rates.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during October was much the same as in the preceding month. In some trades there was a greater demand for labour than in any preceding month of the year. Owing to the strike of the carpenters on September 18, which lasted till October 5, a number of this class left the city, causing a scarcity. A number of new contracts have been awarded which with the contracts awarded previous to the strike made it necessary that a large number of men should be at the disposal of the contractors. The City Public Works Department was also short of unskilled labour for sewer works and extension to water mains. The city engineer experienced some difficulty in securing men for the construction of these extensions as nearly all the men available are required for city repair work.

The building trades were exceptionally busy, and the amount of work now in progress promises a busy winter for all the building trades. The railroads continued to do a heavy business. They find difficulty in furnishing sufficient cars, on account of the great demand for cars to carry the season's grain crop to market.

Clearing house returns for the week ending October 25, reached the highest figure for any week in the history of the clearing house, viz., $1,491,445. Wholesale and retail merchants reported a very satisfactory month.

There was no change in rates of wages or hours of labour.

The strike of carpenters, which took place on September 18, in which some 300 carpenters were involved and which extended to other building trades on September 28, when about 300 workmen of the different trades came out in sympathy with the carpenters, was called off on October 5, by the Building Trades Council. The Building Exchange, and the Building Trades Council signed an agreement whereby the dispute was to be settled by a board of arbitration composed of three men appointed by the Builders' Exchange and three men appointed by the Building Trades Council. Failing a settlement by the Arbitration Board, a judge of the Supreme Court was to be called in. On the men returning to work, the two bodies appointed their boards. Six meetings were held and on October 25 the Board of Arbitration arrived at the following agreement:—

"That the minimum carpenter's wages from now to the first of January, 1907, be thirty-five cents per hour, and from the first of January, 1907, to the first of July, 1907, $3.60 per day of nine hours, from the first day of July, 1907, for the balance of the year, the minimum wage will be $3.70 per day of nine hours; and that there shall be no discrimination against non-union and union men by either parties."

The board also decided to meet annually the first week in January to consider and

adjust any differences between the building trades and contractors. In future all disputes to come before the Arbitration Board must be submitted three months previous to the first of January. The evidence taken by the board amounted to 24 pages of type-writing, giving the cost of living in Calgary, cost of tools, expense of keeping tools in repair, rates in Winnipeg, Edmonton and Vancouver, the numerous contracts incompleted, and the short notice to contractors, etc.

CONDITION OF PARTICULAR TRADES.

Agriculture.—On account of the fine weather the farmers have their threshing nearly completed. A lot of fall ploughing was done.

Mining.—There is every indication of a scarcity of coal in this locality during the coming winter, partly on account of the shortage of cars, and more particularly because of the strike of the miners at Lethbridge, Fernie and other mining centres. The strike at Lethbridge has been on since last March, and consequently the coal sheds, which were full of Galt coal in former years at this period of the year, are now empty, and scarcely any Galt coal is arriving here. On the other hand dealers who are handling coal for operators whose mines are working find some difficulty in having a sufficient number of cars placed at the mines.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers and plasterers, and builders' labourers were very busy, and painters, decorators, paperhangers, plumbers, gas and steamfitters, and stonecutters busy.

Metal, engineering and shipbiulding.—Machinists, steam engineers, electrical workers and linemen were active, sheet metal workers, blacksmiths and boilermakers very busy, and horseshoers busy.

Woodworking and furnishing.—Carriage and wagon makers were busy.

Printing.—Printers, pressmen and bookbinders were busy.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were busy.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters, and cigarmakers were busy.

Leather.—Active conditions prevailed with leather workers.

Miscellaneous.—Barbers, clerks, stenographers, delivery, hotel and restaurant employees were busy, laundry and soap workers very busy.

Transport. — Railroad trainmen, telegraphers, switchmen, trackmen and freight-handlers, cab drivers, hackmen, carters and draymen, teamsters and expressmen were busy.

Unskilled.—For this class the demand was greater than the supply. It is thought that on account of the approach of winter there will be plenty of help for the next four or five months.

EDMONTON, ALTA., AND DISTRICT.

Mr. W. A. Deyl, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market were very favourable. Through the heavy influx of new settlers, the demand for labour has been supplied, and all have found work who desired it. The activity in building continued and from present indications will continue throughout the winter, owing to the great demand for houses. The hotels are constantly crowded with new-comers who are unable to procure other quarters. Should the favourable weather continue, a great many dwellings will be erected and a large number of people will be housed.

The Alberta Government will proceed at once with the construction of telephone lines as anticipated in the speech from the throne. Lines will be run from Edmonton to Lloydminster and from Lethbridge to the Crow's Nest Pass, Alberta is thus the first province to adopt government telephone ownership. It has been announced that the Bell Telephone Company expect to have a long distance line

completed between Winnipeg and Edmonton in 1908. Work has commenced on the construction of the new municipal telephone building which it is estimated will cost about $25,000.00.

A new saw-mill is being erected, to cost in the neighbourhood of $15,000, and employ from 75 to 100 men.

Building during October will be represented by a total larger than in any previous month this year, reaching the sum of $300,000.

During October, the Canadian Northern Railway was completed to Morinville, 30 miles west of Edmonton, and it is expected that the road will be completed as far west as White Whale Lake shortly.

Wholesale trale is fast assuming proportions that was not anticipated by merchants here a few years ago. The development of the district tributary to Edmonton is reflected in the building up of the business section of the city and in the establishment of numerous wholesale warehouses. October sales eclipsed records for previous months. The harvesting of a good crop has caused buoyancy and increased activity in trade.

Much interest has been manifested in the discovery of oil in the country along the Athabasca River, about 200 miles north of Edmonton. Experts say that there is a district of great area which is rich in oil. It is understood that an American company was formed recently for the purpose of working in the Athabasca oil region.

It is estimated that the value of furs passing through Edmonton from the Peace and MacKenzie river districts will amount to over $1,000,000.

Since the settlement of the labourers' strike in the latter part of September, the labour market has been free from unrest.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Threshing was in full progress and some very large yields were reported.

Lumbering.—The lumber mills were all busy and were unable to supply the exceptional demand for material. This necessitated the importation of a large amount of lumber from the Mountain and Pacific coast mills.

Manufacturing.—All factories had a very active month.

Mining.—Coal mines were very busy and unable to fill orders.

CONDITION OF PARTICULAR TRADES.

Building.—All were very active.

Metal and engineering.—Machinists and engineers were busy, and electrical workers and linemen very busy. Blacksmiths and horseshoers were active.

Woodworking and furnishing. — All branches had a very busy month.

Printing and allied.—Printers, pressmen and bookbinders were very busy.

Clothing.—Journeymen tailors and boot and shoe workers were busy.

Food and tobacco preparation.—Bakers, butchers and cigarmakers were very busy.

Leather.—Leather workers and saddlers were busy.

Miscellaneous.—Barbers, hotel and restaurant employees, and laundry workers were busy.

Transport.—All branches were busy.

Unskilled labour was very busy.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during October was active, except for the stoppage of work resulting from the strike of the Crow's Nest Pass Coal Company's employees at Fernie and Michel. In addition to throwing 1,500 men out of work, this strike resulted in the closing down of the Trail smelter about the 20th instant, and while the company was keeping as many of its employees working as it could on repairs and further improvements, it was reported that about 100 men were out of employment at that place.

It is estimated that over 200 East In-

dian immigrants, all men, have arrived from the coast within the past ten days.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The mills were taxed to the utmost to supply the demand. At a joint meeting at Vancouver, B.C., of the Mountain Lumber Manufacturers' Association and the British Columbia Lumber Manufacturers' Association, it was decided to further advance the price of rough lumber $1 per thousand, the reasons alleged being the increased price for logs, and the scarcity of labour. A considerable number of coal miners and others idle on account of the strike at Fernie and Michel were securing work at different lumber camps. The machinery for a large planing mill has arrived at Wardner, B.C., for the Crow's Nest Pass Lumber Company, and is expected to be installed and ready for operation within two months.

Mining.—The "Krao" mine at Ainsworth camp was sold on October 8 for $100,000, and will receive new development. At present, about 15 men are being employed; this number will be increased as development work progresses. Several dormant properties in the camp have received a general overhauling, resulting satisfactorily to those interested. The "LaPlata" mine is making a new record since starting up the new concentrator early in the summer. For the month of September this mine shipped 300 tons of concentrates to the Hill mines smelter, averaging about 60 to 70 ounces in silver, 25 per cent lead, and 11 per cent zinc, making a net return of about $44 per ton. The clear ore shipped netted about the same. The gross profit on the ore for September was $17,000. The cost of mining with 60 men employed was about $8,000.

Rossland mines were prosperous, though the results of the strike at the Crow's Nest Pass collieries is commencing to be felt; should the strike continue much longer the effect will be widely felt. The Le Roi No. 2, paid a dividend of 2 shillings a share on October 8; this makes a total of 8 shillings per share paid by this company this year, or $655,440. At the Centre Star mine rapid progress was being made in the installation of the 6,500 horse-power Westinghouse 3 phase electrical motor, which is being placed in the compressor building. The motor when in position will weigh 52 tons, and will make 150 revolutions a minute with a full load on. The Iron Mask, owned by the Consolidated Company, is being unwatered as a preliminary to resuming operations.

On the 10th instant the Ore Hill five stamp mill was completely destroyed by fire; the plant was entirely new and had only been in operation for six days. The management has announced that a new mill will be built without delay, and in the meantime development will be continued all winter.

About 170 men are employed on the works of the West Kootenay Power and Light Company's new plant at Upper Bonnington Falls. The continued progress of copper mining in the Boundary district will in the near future tax the capacity of this new plant to its fullest. Additional power can readily be secured by harnessing the Kootenay river.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. D. J. Stewart, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during October was fairly active. Outside work has been retarded by wet weather. No shortage in labour was reported. A large number of Hindoos have been coming in, and while some have found employment among the sawmills and with the farmers, there were a large number without employment. Five lots have been secured in the city by a company which proposes putting up a building for the manufacture of wooden pipes; construction on the works is expected to commence at once. The Crystal Glass Company reported a favourable outlook; it has secured the buildings formerly used as an automatic can factory. The four masted bargue "Curson" cleared from this port on October 15, with a cargo of a

million and a quarter feet of lumber for Valparaiso. The milk dealers in this city have notified the public that from November 1 to March 31, the price of milk will be ten cents per quart, retail, instead of eight cents as formerly. The reason given for the increase is the high cost of labour, and the rise in the price of feed. Retail merchants reported business brisk and prospects very good. Customs collections for September amounted to over fourteen thousand dollars, a considerable increase over the corresponding month last year. A lockout was reported at one of the woodworking factories in this city. During the holding of the provincial fair about seventeen of the employees, among whom were a number of boys, went to the fair and when they returned to work were told that their services were not required. The company had made provision to give each employee an opportunity of attending the fair, but this particular day was not on the list.

The Provincial fair, which closed on October 6, was the most successful yet held. More than eight thousand entries were made in the different divisions, and about fifty thousand people paid for admission at the gates. During the fair the Hon. Mr. Fisher, Minister of Agriculture, and Mr. A. McNeill, chief of the fruit division of the Department of Agriculture, delivered addresses.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were quiet, the farmers having nearly all their crops safely harvested. The year has been a most successful one, good prices prevailing in all lines.

Fishing.—Conditions were fairly active. A large number of men were fishing for cohoes and dog salmon. The former were reported very scarce, but dog salmon were numerous, boats averaging at times about a hundred fish per night. Five cents each were paid for these fish by Japanese who salt them for shipment to Japan. The Fraser River Oil and Guano Company has had a prosperous year owing to the fact that the regulations prohibiting the throwing of fish offal in the river have been strictly enforced, compelling the canners to turn the offal over to the oilery. During the year 1,500 barrels of oil have been shipped to England, and an equal amount to Japan.

Lumbering.—This industry was taxed to its utmost capacity to supply the demand. Logs are now quoted at $11 per thousand, the highest price ever paid on the coast. Lumber keeps going up, but this has not retarded building to any extent.

Railroad construction and employment.—Contracts have been let by the Great Northern Railway Company for the building of about 50 miles of railway between this city and Blaine. Work will be commenced at once.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers and plasterers, plumbers and builders' labourers were dull.

Metal, engineering and shipbuilding.—Moulders were active; 35 iron moulders received an increase in wages of 10 cents per day, being from $2.50 and $2.65 to $2.60 and $2.75 per day. The increase took effect from September 1. Iron workers and helpers, machinists and engineers, blacksmiths, shipwrights and caulkers, and horseshoers were active, but electrical workers were dull.

Woodworking and furnishing.—Woodworkers were dull on account of the lockout. Carriage and wagon makers, car builders, and shingle weavers were active.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors were active, garment workers busy, and boot and shoe workers active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, and cigarmakers were active.

Leather.—Tanners were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees and laundry workers were active.

Transport. — Freight-handlers, street railway employees, steamboatmen and firemen, teamsters and expressmen were active.

DISTRICT NOTES.

Chilliwack.—Chilliwack was successful in carrying off the first prize for the best district exhibit at the Provincial fair, Langley being second and Richmond third. From fifteen to twenty thousand dollars have been paid in wages to Indians for picking hops in the Chilliwack valley this year.

VANCOUVER, B.C., AND DISTRICT.

Mr. George Bartley, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The first part of October being wet, outside workmen were not well employed, but during the latter part of the month the weather was more favourable, and the building trades were active. All indoor trades were well employed. Cigarmakers and printers on newspapers were active; the latter had their wages increased $2 per week. A cablegram was received by the manager of the British Columbia Electric Railway Company announcing that the annual bonus for the employees of the company would be $45. Every man who worked for the company continuously between July 1, 1905, and July 1, 1906, will receive this amount. Business has been seasonably active and all branches of trade reported a satisfactory month. Prices remained about as usual. Market quotations were as follows:—

Hams, 18 to 19 cents per lb; breakfast bacon, 18½ to 23½ cents; backs, 17 cents; dry salt, long clear, 14½ cents; shoulder hams, 14 cents; picnic hams, 12½ cents; cottage hams, 13½ cents; local creamery butter, 30 cents; dairy, 20 to 21 cents; lard, 3's and 5's, 12½ cents; 10's, 12½ cents; pails, 12½ cents, cheese, Ontario, large, 17 cents; twins, 17½ cents; eggs, local, 50 cents; eastern, 26 to 30 cents.

The announcement of the filing of the plans of the Vancouver, Westminster and Yukon Railway Company's route to Burrard Inlet, and the map showing the proposed location of the ocean dock of the company, centred attention in real estate on east end property. An increase of at least 25 per cent in values was reported.

The Board of Trade of Vancouver passed a resolution to memoralize the federal and local governments to take immediate steps to secure the introduction of a "suitable supply of labour for the country's needs." At a large mass meeting strong resolutions were passed protesting against the bringing of Hindoos to Canada. It was announced that there were 1,186 Hindoos in the city, with more due to arrive.

A second branch of the Amalgamated Society of Carpenters was organized with 200 members.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The root crops have all been harvested on Lulu Island and district; the farmers reported satisfactory yields.

Fishing.—The steamers "Flimingo" with 60,000 pounds, and the "New Englander" with 90,000 pounds of halibut, arrived from the northern fishery grounds.

Lumbering.—At a joint meeting of the Mountain Lumber Manufacturers' Association, and the Lumber Manufacturers' Association, held here it was decided to raise the price of rough lumber $1 a thousand to take effect October 15, 1906.

CONDITION OF PARTICULAR TRADES.

Building. — Building operations continued brisk, and work will be good as long as wet weather holds off. Bricklayers and masons had a quiet month, but carpenters and joiners had a fair one, in consequence of a large number of new residences and stores being in course of construction. Lathers, plasterers, paperhangers, plumbers and builders' labourers were fairly well employed.

Metal, engineering and shipbuilding.—Moulders, boilermakers, and iron workers were fairly well employed. There were only about half a dozen iron moulders reported idle, and about 200 at work. Shipwrights and caulkers were well employed; several of these crafts will be employed on new scows at North Vancouver. Electrical workers and linemen, though the strike on the Telephone Company's work has not been formally declared off, were reported all at work. Blacksmiths, sheet metal workers and horseshoers were busy.

Woodworking and furnishing.—These trades were well employed.

Printing and allied.—Newspaper men were all employed. Pressmen were also well employed, and bookbinders found employment satisfactory.

Clothing.—Journeymen tailors reported trade fair. Garment workers were busy.

Food and tobacco preparation.—Cigarmakers were active. Bakers and butchers were fairly well employed, with no men idle.

Leather.—Active conditions were reported with prospects good.

Miscellaneous.—Barbers were reported not busy, their strike still being in progress.

Transport. — All transportation companies were reported very busy, employees working full time. There are a few captains idle.

Unskilled.—This class was not fully employed, owing to the wet weather and the arrival of over 1,000 Hindus.

DISTRICT NOTES.

Prince Rupert.—It was reported that the Grand Trunk Pacific Railway Company was giving encouragement to various industries in the vicinity of Prince Rupert. A sawmill has been established and several smaller undertakings were being pushed. The establishment of a pressed brick manufacturing plant plant in the vicinity of Prince Rupert, where there is said to be some excellent clay deposits, and of a fishing and curing plant on Prince of Wales Island, was also reported. A small cannery on Prince of Wales Island has been operated for some time. The owner is now trying to form a $1,000,000 corporation to increase business.

VICTORIA, B.C., AND DISTRICT.

Mr. J. D. McNiven, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during October, but in some branches time was somewhat broken, on account of wet weather, while in others slackening in trade prevailed at times. For the season of the year employment was active, but the supply of labour was fully equal to the demand.

An industry was established for the manufacture of a class of mining machinery largely used in this locality. Employment will be given to four or five men at the start.

The gas company has laid over eight and a half miles of mains during the season. This, together with civic improvements, such as cement sidewalks, street paving, etc., has given employment to a large staff of workmen. With the beginning of next month this class of work will be finished for this year.

British Columbia cheese is now for sale on the retail market. This is the first product of the new industry. The factory is situated at Langley on the Fraser River.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The price of rough lumber was advanced $1.00 per thousand, making the price $15.00. Scarcity of logs and the high price of labour are given as reasons for the advance. Logs were sold at $9.50 to $10.00 per thousand feet, and a shortage in supply was reported, notwithstanding the fact that an unusually large number of timber licenses have been issued during the past summer. In July, 407 were issued by the provincial Land Department. Every mill in the city and district was working to full capacity.

Manufacturing.—Local industries were busy, and had all the work they could handle.

Mining.—Activity still continued in the island districts and the northern parts of the province. Rich finds of minerals were reported from Mount Arrowsmith, Vancouver Island. Recent arrivals from the North reported activity on the Jelqua and Bulkley rivers. Shipments of ore from Prince of Wales island have been arriving at the local smelters throughout October.

CONDITION OF PARTICULAR TRADES.

Building.—Employment was not so steady as in the summer. The season's

operations are nearly completed, and but few new contracts were taken. Bricklayers and masons, however, were fully employed, and carpenters and builders' labourers had a fair month. Lathers and plasterers were busy. With painters and plumbers trade was dull. The few stonecutters left in town were busy.

Metal, engineering and shipbuilding.—Iron moulders, machinists, engineers, sheet metal workers, horseshoers and blacksmiths were busy. Electrical workers and linemen had fair employment. Boilermakers and iron shipbuilders were inactive during the first half of the month, and busy during the latter half. Ship joiners were busy, while shipwrights and caulkers had fair employment.

Woodworking and furnishing.—Woodworkers had fair employment. Carriage and wagon makers were busy.

Printing.—Printers, pressmen and bookbinders were busy.

Clothing.—Journeymen tailors had fair employment. Garment workers were busy.

Food and tobacco preparation.—Bakers and butchers were busy. Cigarmakers reported a fair month.

Leather.—Harness makers and saddlers were well employed.

Miscellaneous.—Barbers were well employed. Clerks and delivery employees reported a good month. Laundry workers were busy.

Transport.—Steamboat men and steamboat firemen had full employment. Ship labourers and longshoremen were fairly well employed. For some time past there has been a great scarcity of deep-water sailors, and at times it was difficult to secure crews for sailing vessels. The rate of wages offered is $25.00 per month. Street railway employees had a busy month. With cab drivers and hackmen, trade was dull. Draymen, teamsters and expressmen reported a good month.

Unskilled.—This class was well employed.

DISTRICT NOTES.

Crofton.—The smelter has been treating about 300 tons of ore per day during October, but for November it is expected this amount will be doubled. The men employed at the works will be increased by 30 or 40. The company has been stocking up with ore from the Britannia mine, and, commencing November 1st, regular shipments from its new property on Prince of Wales island will arrive at the rate of about 6,000 tons per month.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market has not shown much change during October. In nearly all callings throughout the district there has been a shortness of men, especially in the lumber camps and coal mines. There was exceptional activity in the lumber trade. Among retailers, business has been fair, and wholesale houses have been active. There have been no changes in wages or hours of labour, but owing to the scarcity of men in some branches, individuals have been offered more wages to work than formerly. There was no unrest among the labour unions.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There has been very little activity among farmers.

Fishing.—Among fishermen, there was the usual activity of preparing for the herring season, which may commence any day. One of the local companies has sold out to a large concern, which is expecting to increase the catch, as the herring prepared under the process taught by the Dominion Government expert has found a large sale in the Eastern States.

Lumbering.—Among the saw-mills there was great activity, but some of the mills had to stop work from time to time, owing to a scarcity of cars. The local saw-mill has been sold to a firm of Winnipeg, Man., business men, who will enlarge the mill to meet the wants of the trade in the North-west provinces, and in the foreign market. Saw-mill operators reported a shortage of men. In the logging camps,

work was being rushed as much as possible before the wet weather sets in; it is expected that there will be a shortage of logs.

Mining.—The quartz mines in this district were showing increasing activity, several companies are shipping ore, and new mines being opened up and prospected. Among the coal mines, the demand for coal was on the increase, and the mines in this district have worked steadily all month, the operators reporting that more men could be put to work if they could be obtained. The quarry has received a large lot of machinery, which will meet the demand for building stone.

Railroad construction.—There was no railroad construction in progress, although there have been several bodies of railway engineers and men surveying in different parts of the district.

CONDITION OF PARTICULAR TRADES.

Building. — Conditions were quiet, though plumbers were active.

Metal, engineering and shipbuilding.—There was a demand for steam engineers in this district. Blacksmiths and carriage makers reported work as fair for the time of year.

Printing.—Printers were active.

Clothing.—Tailors reported work quiet.

Unskilled labour.—There has been a demand for labourers in all parts of the district.

LEGISLATION RELATING TO CO-OPERATIVE ASSOCIATIONS IN CANADA.

THERE are three forms of co-operative associations in Canada with reference to which legislation has been passed by various provinces. These forms are agricultural co-operative associations, co-operative investment and loan associations and co-operative associations for production and distribution of commodities. The present article deals only with the general legislation relating to the third class of co-operative societies.

General acts relating to co-operative associations have been passed by the provinces of Quebec, Ontario, Manitoba and British Columbia.*

Scope of Associations.

The Quebec Act provides for the formation of co-operative associations by not less than twelve persons for the purpose of consumption, production and credit. Such an association is empowered to buy articles of necessity for re-sale only to members of the association, to open up credit for them, to make loans to them and to establish work common to the associates.

In Ontario and Manitoba, seven or more persons may form a co-operative association for the purpose of carrying on any trade or business, except that of banking, insurance and loan companies and the working of mines and quarries. A cash business only may be carried on by these associations. In Manitoba, a co-operative association may carry on several trades, either wholesale or retail.

Somewhat wider powers are granted to co-operative societies in British Columbia. In chapter 17 of the Revised Statutes of 1897, it is provided that seven or more persons may form a co-operative association and that these associations may provide for the advance of money to members on the security of real or personal property, or may invest in any corporation incorporated in the province of British Columbia with limited liability. By the Act of 1898, it is declared that any number of persons may form a corporation or society for the purpose of providing employment for their members and others in any branch of industry and of appropriating and disposing of their produce in any lawful manner.

Registration and Government Returns.

In the four provinces, the constitution of a co-operative association is formed by the filing of a declaration, giving the name and objects of the proposed association.

*Quebec Statutes, 1906; Ontario, R.S., 1897, Chap. 202; Manitoba, R.S., 1902, Chap. 36; British Columbia, R.S., 1897, Chap. 17; Acts, 1898, Chap. 6.

The following form of declaration or certificate which is required in Ontario is given as an example:

Province of Ontario, To Wit: We (insert names of subscribers not less than seven) do hereby certify that we desire to form an Association pursuant to the provisions of Chapter 202 of the Revised Statutes of Ontario, entitled An Act respecting Co-Operative Associations.

The corporate name of the Association is to be (insert name of the Association), Limited; and the objects for which the Association is to be formed) are (insert objects for which Association is formed). The number of shares is to be unlimited, and the capital is to consist of shares of (insert amount of share) each, or of such other amount as shall from time to time be determined by the Rules of the Association. The number of the Trustees who shall manage the concerns of the Association shall be (insert number of Trustees), and the names of such Trustees for the first year are (insert names of such Trustees), and the name of the place (or places) where the operations of the said Association are to be carried on is (or are) (insert name of place or places where the operations of the Association are to be carried on).]

Dated the.....day of.....

(Signature.)

On the.....day of.....A.D., 18 before me personally appeared (insert names of subscribers to the certificate), to me known to be the individuals described in the foregoing certificate, and they severally before me signed the said certificate and acknowledged that they signed the same for the purpose therein mentionned.

(A.B.)
Notary Public,
or Justice of the Peace.

The forms required in the other provinces are similar to the above.

In Quebec, a copy of the declaration must be filed with the clerk or secretary-treasurer of the municipal council of the municipality in which the headquarters of the association are situated. In Ontario and Manitoba, the form of declaration, together with a copy of rules agreed upon by the association must be filed in the office of the district registrar where the business of the association is to be carried on. In British Columbia, the declaration with the rules or by-laws of the association must be filed with the Registrar of Joint Stock Companies.

The trustees of a co-operative association in Ontario must submit to the Provincial Secretary, every year, a statement of the funds and effects of the association, the number of shareholders and other information showing the position of the association and the business done during the year.

Organization.

Co-operative associations in Quebec are governed by a board of management, a board of supervision and a committee of credit elected at each annual meeting of the association. The board of management, whose duties are to supervise the funds and book-keeping of the association, is composed of at least five members, including the president, vice-president and secretary of the association. The manager of the association appointed at the annual meeting is also a member of the board of management. The committee of credit is composed of at least three members elected at the annual meeting and possesses absolute control of the loans of the association under conditions determined by the by-laws. The board of supervision is composed of three members whose duty is to oversee the board of management and the committee of credit, possessing the power to inspect at any time all the acts of these boards and the book-keeping, and to require the production of cash on hand.

In Ontario, the election and duties of officers are not specifically defined with the exception that the rules of every association must provide among other things for the appointment of managers and officers, the definition of their respective powers and remuneration, and provisions for filling vacancies occasioned by death, resignation and other causes.

Similar provisions are in force in Manitoba and British Columbia.

Method of Safe-Guarding Funds.

In order to protect the funds of an association, it is provided by the Quebec law that the members of the board of supervision and the committee of credit can neither directly nor indirectly borrow from the association or become security for any borrower. Any two associates may appeal from decisions of the board of management or the committee of credit to the annual general meeting which can reverse or approve these decisions provided that contracts with a third party are not affected. The financial responsibility of the members of a co-operative association is limited to the amount of their respective shares, the value of each share being five dollars.

The protection of members of co-operative associations in Ontario is afforded by

the stipulation that no credit shall be either given or taken. This provision is strengthened further by the declaration that no officer, member or servant of a co-operative association shall have the power to contract any debts whatever in its name except in respect of rent of the business premises, salaries of employees and such like necessary contracts. The value of a share is not defined by law, but it is provided that the value of shares held by any one member must not exceed $1,000 and the association may place a limit below this value. The voting power of all members is equal and does not depend on the amount of the shares held.

In Manitoba, it is provided that every officer of a co-operative association who has to do with the finances or the receipt of goods for the association, must give such security as is deemed sufficient by the trustees. As in Ontario, only a cash business must be carried on and no official or member of the association has the power to contract any debts in its name except for necessary contracts such as rent and salaries. The shares of a co-operative association must be of two kinds, transferable and withdrawable, and no member must hold more than $500 in transferable shares and $250 in withdrawable shares. The association may declare the value of a share and may regulate the proportion of transferable and withdrawable shares to be held by members within the limit above mentioned. Shareholders are only liable for debts of the association to the amount of shares subscribed for and any subscriber who has fully paid up his shares is free from further liability.

In British Columbia, the liability of each shareholder is limited to the value of the shares subscribed and each member is entitled to one vote only in annual elections. By the Act of 1898 co-operative associations may require their officers and trustees to give security.

Miscellaneous Provisions.

In Quebec, the territory within which a co-operative association may transact business is limited to a provincial electoral district. No limit of this description exists in any of the other provinces, and in British Columbia such associations are permitted to establish and maintain any number of branches. In British Columbia, a minor above the age of 16 may become a member of a co-operative association in the absence of rules or by-laws of the association to the contrary.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR, CANADA—THIRD QUARTER OF 1906.

IN the accompanying statistical return, detailed information is presented relating to changes in rates of wages and hours of labour reported to the Department of Labour as having gone into effect during the third quarter of the present calendar year, including the months of July, August and September, 1906.

The changes reported during the quarter, affecting in each case a number of workpeople, were 34 in number. Of these, 26 were of the nature of an increase in wages, and 8 of the nature of a decrease in hours. The number of employees receiving increases in wages was approximately 4,095, and of those receiving reductions in hours, 445*

*No account is taken, in this estimate, of increases in the agricultural, lumbering and manufacturing industries, and among railway construction and unskilled labourers, in all of which branches wages were on an exceptionally high level during the past three months. See statements in this connection further on in present article.

The General Result.

In the accompanying small table, an analysis is presented showing the aggregate results, according to industries and groups of trades, of the several changes, in so far as detailed information was obtained by the Department. It will be seen that the general result of the changes of the quarter was a material increase in wages and a decrease in the hours of employment. In addition to the returns set forth in this table, wages in the agricultural and manufacturing industries; in connection with the hiring of men for the winter season in the lumber camps of Ontario, Quebec and New Brunswick; and among railway construction and unskilled labourers were on a higher level than during the corresponding period of 1905. Many thousands of workmen were affected by these conditions, though ex-

act statistical returns were not obtained. Of the increases in wages, with regard to which detailed information was received, the most important in their effect on total weekly earnings were those granted to carpenters and civic employees at Toronto, Ont., which affected in the aggregate some 2,200 men, to the extent of increasing their weekly earnings by approximately $3,100. In the building trades, approximately 2,223 men were affected, aggregate wages being increased by $3,120.90. A new schedule granted by the Grand Trunk Railway Company to yardmen in its employ affected 350 men and increased the aggregate weekly earnings of the same by some $315. An increase of 10 cents per day to 385 mill hands at Etchemin, Que., was a further important change of the quarter. From the standpoint of reductions in hours, the most important change of the quarter was among smelter and concentrator employees in British Columbia, some 250 men of this class receiving reductions which aggregated upwards of 3,700 hours per week. Sockeye fishermen on the Fraser river, B.C., received a higher rate per fish than in 1905, but total earnings, owing to the smallness of the catch, were much lower.

Changes by Industries and Trades.

The following is a statement of the changes in rates of wages and hours of labour reported to the Department during the third quarter of 1906, according to the several industries and groups of trades affected:—

Agriculture.—The wages of farm labourers throughout Canada, during the haying and harvesting seasons, were higher in a large number of localities than in any previous year.* Owing to the increased acreage and favourable yields, the number of men employed was also higher than in previous years. The number of labourers going from Eastern to Western Canada for the harvest was 23,657, or 6,800 more than in 1905. The total earnings of these was estimated at upward of $2,000,000.

Fishing.—The rate paid for sock-eye salmon on the Fraser river, B.C., during the fishing season of 1906 was as follows:—

From July 10, to August 1, 25 cents per fish.
" Aug. 1, to " 25, 20 "

In 1905, the rate paid was 12½ cents during July, and 10 cents during the balance of the season. The number of men engaged and their average earnings were considerably less in 1906 than in 1905. It was estimated that some 5,500 men were engaged in sock-eye fishing on the Fraser river in 1905, and that their average earnings were $175 for the season. During 1906, some 2,500 men were engaged, and their average earnings for the season were approximately $100. It will be seen that the total earnings of the fishermen were $972,500 in 1906, compared with $250,000 in 1905, the total pack of 1906 being the lowest in many years. Owing to the scarcity of fish, prices were advanced during the closing days of the run to 33 cents, and at certain of the canneries, 40 cents per fish.(1)

Fish handlers (145) at Halifax, N.S., received an increase in wages, on August 13, from $1.25 to $1.35 per day of nine hours.

Lumbering.—In connection with the hiring of men for work during the winter in the lumber camps of Ontario, Quebec and New Brunswick, the wages offered were from $3.00 to $6.00 per month in advance of last year. In New Brunswick, from $30.00 to $35.00 per month of 26 days, with board, was being paid; in the large camps, cooks received $40.00 per month, in some cases being paid $2.00 extra for Sunday work. Wages of the same classes last year were from $25.00 to $30.00 per month. In Quebec, lumber companies were paying from $18.00 to $24.00 per month and board, and contractors from $26.00 to $40.00 per month, with board. In Ontario, the rates ranged from $26.00 to $35.00 per month, compared with $22.00-$30.00 last year. In Western Ontario, the rate was from $32.00

*A special table relating to current rates of wages of farm labourers throughout Canada was published in the September, 1906, issue of the *Labour Gazette*, page 286. The table was based on information forwarded to the Department in the closing week of August by the correspondents to the *Labour Gazette*, the rates given in each case being those current at the time in the agricultural district, adjacent to the several cities of the Dominion. Information was added in a number of cases with regard to the supply of labour and the rate paid during the corresponding period of 1905.

(1) See report of New Wesminster, B. C. correspondent in September issue of *Labour Gazette*, page 269.

to $38.00, whereas last year the maximum was $32.00; in some localities north of Lake Superior, higher than these rates were offered.

Mill hands (385) at Etchemin, Que., had their wages increased from $1.25 to $1.35 per day during September.

Mining.—Concentrator employees (32) of the St. Eugène Mining and Smelting Company, at Moyie, B.C., had their hours decreased from 12 to 8 per day about October 15. At Phoenix, B.C., 109 employees of the Granby Consolidated Mining and Smelting Company, Limited, received a reduction in hours from 10 to 9 without decrease in wages.(2)

Employees of the Dominion Copper Company, at Boundary Falls, B.C., and at Phoenix, B.C., received a material reduction in hours. A total of 108 men were affected, with one increase in hours. In the case of 45, wages were not affected by the change, while in the case of 4 an increase was granted. The remaining employees had their wages slightly reduced.(2)

At Dominion No. 6 Colliery, Cape Breton, N.S., the system of paying by the ton, instead of by the cubic yard, as previously, was introduced on July 1, the rate being 56 cents per ton, instead of 56 cents per cubic yard. About 100 miners were affected, the change in rate being very slight.

Manufacturing.—Wages in a large number of industrial establishments were reported on a higher level than in any previous year. Owing to the exceptional activity of the industry and the amount of extra time worked, earnings were high.

Railway construction.—The wages paid for labour in connection with railway construction were very high, in comparison with previous years, owing to the exceptional demand for employees of this class.(3)

(2) Full details as to classes affected, and nature of change, are set forth in the accompanying table.

(3) A special table setting forth current wages paid for railway construction labour throughout Canada was published in the October, 1906, issue of the *Labour Gazette*, page 390. Comparative rates for 1905 are shown in this table in a number of localities. The rates paid in connection with the construction of the National Transcontinental line are set forth on page 391 of the same issue.

Building trades.—Seven increases were reported, affecting carpenters at Sydney, N.S., and Toronto, Ont., plasterers at Ottawa, Ont., plumbers at Halifax, N. S., Windsor, Ont., and Winnipeg, Man., and builders' labourers at Calgary, Alta. The most important change from the standpoint of numbers affected was among the carpenters at Toronto, Ont., the increase granted on August 16 affecting approximately 2,000 men and adding approximately $2,640 to weekly earnings. Full particulars as to the other changes are set forth in the accompanying table.

Metal, engineering and shipbuilding trades.—The chief change of the quarter was an increase among sheet metal workers at Winnipeg, Man., from 36 1-4 to 39 cents per hour.(4) At Toronto, Ont., 50 brass moulders received an increase in wages from 5 to 10 per cent, and at Belleville, Ont., 15 horseshoers increased their rates. Marine firemen at Amherstburg, Ont., had their wages increased from $2.25 to $2.50 per day.

Printing and allied trades.—Compositors at Welland, Ont., had their hours reduced from 10 to 9 per day by voluntary concession.

Food and tobacco preparation.—Hebrew bakers (25) at Toronto, Ont., secured an arrangement with their employers whereby their hours of labour were reduced to 54 per week. The clause of the contract signed by both parties with reference to hours was, in full, as follows:—

Fifty-four hours shall constitute a week's work; not more than 12 hours in any one day, as permitted by law, except when a holiday comes on Monday; then work shall not be more than 60 hours for the week proceeding.

Street railway employees.—Motormen and conductors in the employ of the Quebec Railway, Light and Power Company, the Hamilton, Grimsby and Beamsville Railway Company, and the Guelph Radial Railway received an increase of wages.(5) The total number of men affected by these increases was 487.

(4) For full terms of agreement concluded see *Labour Gazette* for September, 1906, pages 229 and 319.

(5) Full details relating to these increases are given in the accompanying table.

TABLE SHOWING BY INDUSTRIES AND GROUPS OF TRADES RESULTS OF CHANGE IN WAGES AND HOURS OF LABOUR DURING THE FIRST QUARTER OF 1906.*

Industry or Group of Trades.	Number of Workpeople Affected.	Total Increase in Weekly Earnings	Total Decrease in Weekly Earnings	Total Increase in Hours of Employment.	Total Decrease in Hours of Employment.
Lumbering, Mill Hands	385	$231 00			
Mining, Smelter and Concentrator.. Employees	249				3727
Building					
(a) Carpenters	2035	2692.50			
(b) Plasterers	30	150.00			
(c) Plumbers	100	166.80			
(d) Builders' Laborers	58	111.60			
Total Building	2223	3120.90			
Metal	169	200.00			
Printing	15				90
Food and Tobacco Preparation	25				250
Transport					
Railway Employees	350	315.00			
Street Railway Employees	187	119.30			
General	195	262.50			
Total Transport	732	696.80			
Civic Employees	586	1039.50			
Miscellaneous	156				770

* Account is taken in this table only of changes with regard to which detailed information was obtained by the Department.

Railway employees.—Yardmen employed on the lines of the Grand Trunk Railway Company east of the Detroit and St. Clair Rivers received an increase in wages dating from September 1. About 350 men were affected and the increases ranged from 10 to 20 cents per day.*

Carmen in the employ of the Canadian Northern Railway received a new schedule dating from July 1, 1906.* Under the terms of the agreement an increase was granted to a number of classes.

Civic employees.—At Toronto, Ont., a general increase in the salaries of civic employees was finally ratified during July. A statement in full detail of the various increases granted under the new schedule is as follows:—

Police Court Officers.

	Old Rate.	New Rate.
Assistant Police Court Clerk	1,100	1,200
Receiver	1,000	1,100

Jails.

Steward	1,350	1,400
Additional allowance for turnkeys (15)	$50 each.	
Matron	410	450
Two assistant matrons	690	760

*The full terms of this agreement, including schedule, are published under the heading "Recent Industrial Agreements," elsewhere in the present issue. The schedule previously in force was published in the November, 1905, issue of the *Labour Gazette*, page 547.

Medical Health Department.

	Old Rate.	New Rate.
Inspectors (4)	2,816	3,200
Inspectors (3)	2,347	2,400
Inspectors (2)	1,508	1,600
Clerk	624	724
Clerk	645	745
Stenographer	$8 p.wk.	10

Law Department.

Accountant	1,350	1,500

Assessment Department.

Assessment Commissioner	3,000	4,000
Inspector	1,200	1,400
Chief clerk	1,300	1,600
Property clerk	900	1,000
Clerk	832	900
Clerk	780	900
Stenographer	624	780
Clerk	520	572
Assistant stenographer	364	416
Assessor	1,200	1,300
City surveyor	1,300	1,500
Lineman	600	624
Clerk	520	624

Court of Revision.

Chairman	900	1,000
Member	900	1,000
Member	900	1,000

Mayor's Department.

Secretary	1,550	1,650
Clerk	728	828
City relief officer	1,000	1,050

CHANGES IN RATES OF WAGES AND HOURS OF

Class of Workpeople affected.	Locality.	Approximate number of workpeople affected.	Date from which change took effect	Particulars of Change.
Fishing—				
Sockeye fishermen	Fraser River, B.C.	2,500	.....	Rate per fish increased.*
Fish handlers	Halifax, N.S.	145	Aug. 13	Wages increased from $1.25 to $1.35 per day
Lumbering :—				
Bushmen	Ontario, Quebec & New Brunswick	.....	.....	Wages increased $3–$5 per month compared with 1905.*
Millhands	Etchemin, Que.	385	Sept.	Wages increased from $1.25 to $1.35 per day
Mining :—				
Concentrator employees §	Moyie, B.C.	32	Aug. 15	Hours reduced from 12 to 8 per day,
Smelter employees as follows :†	Phoenix, B.C.	.....	July ..	
Blacksmiths	"	14	" ..	Hours reduced from 10 to 9 per day
" helpers	"	12	" ..	" "
Machinists	"	6	" ..	" "
Engineers	"	7	" ..	" "
Pipe fitters	"	12	" ..	" "
Teamsters	"	12	" ..	" "
Surface labourers	"	46	" ..	" "
Smelter employees as follows :**	Boundary	.....	July 1	
Blast foremen	"	3	"	Hours reduced from 84 to 56 per wk.
Furnacemen	"	6	"	" " "
Potmen	"	6	"	" " with dec. in pay
Tappers matte	"	6	"	" " "
Charge wheelers	"	24	"	" " "
Flue dust men	"	3	"	" " "
Bin men	"	3	"	" " "
Labourers on matte	"	2	"	" " "
Master mechanic	"	1	"	" 70 to 63 per wk.
Machinist	"	1	"	" 70 to 63 p. w. with dec. in pay
Pipe fitter	"	1	"	" 70 to 63 per wk.
Blacksmiths	"	1	"	" 70 to 63 p. w. with dec. in pay
Carpenters	"	5	"	" 70 to 63 per wk.
Mill foreman	"	2	"	" 70 to 56 per wk.
Millmen	"	2	"	" 70 to 56 p. w. with dec. in pay
Crusher feeder	"	2	"	" 70 to 56 per wk.
Mill labourers	"	4	"	" 70 to 56 per wk wages incr.
Pumpmen	"	3	"	" 84 to 56 with decr. in pay.
Engineer	"	2	"	" " "
Chief engineer	"	1	"	" 84 to 56 per wk.
Firemen	"	3	"	" 84 to 56 p. w. with dec. in pay
Loco engineers	"	3	"	" " "
Slag dumpers	"	3	"	" 84 to 56 per wk.
Trackman	"	1	"	" 84 to 70 per wk.
Smelter employees as follows :*	Phoenix, B.C.	.....	July 1	
Machinists	"	2	"	Hours reduced 1 hr per day on first five days of w.
Blacksmiths & helpers	"	6	"	" " " " "
Surface labourers	"	4	"	" " " " "
Firemen	"	2	"	Hours reduced 4 hrs per day
Engineers (compressor)	"	2	"	" " "
Carpenters	"	5	"	Hours increased 1 hr on Saturdays
Building :—				
Carpenters	Sydney, N.S.	35	Aug. 1	Wages increased from $2.25 to $2.50 per day
"	Toronto, Ont.	2,000	" 16	Minimum wages increased from 30c. to 33c. p. hr.
Plasterers	Ottawa, Ont.	30	" 12	Wages increased from 30c to 40c per hr.
Plumbers	Halifax, N.S.	35	July ..	Wages increased from $2.00 to $2.25 per day
" and steamfitters	Windsor, Ont.	15	Aug. 1	" $3.25 to $3.50 per day
" "	Winnipeg, Man.	50	July 3	" 35–50c to 40–52½c per hr.
Builders labourers	Calgary, Alta.	.....	July ..	
Mortar miners	"	12	"	" 30c to 35c per hr.
Other labourers	"	46	" ..	" 25–27½c to 30c per hr.

* See statement in accompanying article. § St. Eugene Mining and Milling Company. † Granby Consolidated Mining, Smelting and Power Company.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES E., No. 16.

LABOUR, CANADA, DURING THE THIRD QUARTER OF 1906.

Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		MANNER IN WHICH CHANGE WAS BROUGHT ABOUT.
Before change.	After change.	Before change.	After change.	Increase.	Decrease	Increase.	Decrease	
$ 7.50	$ 8.10	54	54	.60				By mutual agreement after a strike for a rate of $1.50 per day.
7.50	8.10	60	60	.60				After a strike settled by compromise through Quebec Bureau of conciliation and arbitration.
18.00	18.00	72	48				24	By mutual agreement.
		60	54				6	By voluntary concession.
		60	54				6	" "
		60	54				6	" "
		60	54				6	" "
		60	54				6	" "
		60	54				6	" "
		60	54				6	" "
35.00	35.00	84	56				28	By mutual agreement.
28.00	28.00	84	56				28	" "
24.50	21.00	84	56		3.50		28	" "
21.00	18.90	84	56		2.10		28	" "
21.00	18.90	84	56		2.10		28	" "
21.00	18.90	84	56		2.10		28	" "
21.00	18.90	84	56		2.10		28	" "
21.00	18.90	84	56		2.10		28	" "
35.00	35.00	70	63				7	" "
24.50	21.00	70	63		3.50		7	" "
24.50	24.50	70	63				7	" "
29.75	28.00	70	63		1.75		7	" "
28.00	28.00	70	63				7	" "
35.00	35.00	70	56				14	" "
25.20	22.05	70	56		3.15		14	" "
21.00	21.00	70	56				14	" "
17.50	18.90	70	56	1.40			14	" "
21.00	19.25	84	56		1.75		28	" "
28.00	25.20	84	56		2.80		28	" "
28.00	28.00	84	56				28	" "
24.50	21.00	84	56		3.50		28	" "
28.00	25.20	84	56		2.80		28	" "
21.00	21.00	84	56				28	" "
21.00	21.00	84	70				14	" "
28.00	28.00	69	63				6	By voluntary concession.
24.50	24.50	69	63				6	" "
21.00	21.00	69	63				6	" "
24.50	24.50	84	56				28	" "
28.00	28.00	84	56				28	" "
28.00	28.00	62	63			1		" "
13.50	15.00			1.50				On request of union.
13.20	14.52	44	44	1.32				By agreement between union and Master Carpenters' Association after a strike.
15.00	20.00	50	50	5.00				On request of union.
12.00	13.50	54	54	1.50				By agreement.
19.50	21.00	54	54	1.62				By voluntary concession.
16.80-24.00	19.20-25.20	48	48	1.20-2.40				On demand of workmen.*
14.40	16.80	48	48	2.40				
12.00-13.20	14.40	48	48	1.20-2.40				By agreement after a strike.

* For statements re strike of Winnipeg plumbers to whom an increase was not granted see Labour Gazette for August, 1906, September, 1906, and October, 1906, at pages 171, 297, 432 and 437.

CHANGES IN RATES OF WAGES AND HOURS OF

Class of Workpeople affected.	Locality.	Approximate number of workpeople affected.	Date from which change took effect.	Particulars of Change.
Metal, Engineering & Shipbuilding :—				
Brass moulders	Toronto, Ont.	50	July 1	Workmen receiving under $2.50 per day had their wages increased 10 per cent; those receiving $2.50 per day were increased 5 per cent; and those receiving over $2.50 were unchanged.
Sheet metal workers	Winnipeg, Man.	90	Aug. 4	Wages increased from 36¼c to 39c per hr***
Horseshoers	Belleville, Ont.	15	July ..	Rate increased as follows :— Old rate / New rate. Resetting shoes 10c / 15c; Pressed iron shoes 25c / 30c; Set of pressed steel shoes $1.25 / $1.50; Bar shoes, per pair $1.00 / $1.25
Marine firemen	Amherstburg, O.	14	July ..	Wages increased from $2.25 to $2.50 per day
Printing and allied trades :				
Compositors	Welland, Ont.	15	Sept. 14	Hours reduced from 10 to 9 per day
Food and tobacco preparation :—				
Bakers (Hebrew)	Toronto, Ont.	25	Aug. 18	Hours reduced to 54 per wk
Railway Employees :—				
Yardmen	G.T.R. System	350	Sept. 1	Wages increased 10c–20c per day
Street Railway employees :—				
Motormen & conductors	Quebec Ry. Light & Power Co.	150	July 18	Wages increased as follows :— Old rate / New rate. On appointment 12½c p. hr. / 13c p. hr.; After one years service 13½c " / 14½c "; After two years service 16c " / 16¾c "
Motormen & conductors	Hamilton, Grimsby & Beamsville Ry.	22	Aug. 20	Wages increased as follows :— Old rate / New rate. First year 15c p. hr. / 18c p. hr.; Second year 16c " / 19c "; Third year 17c " / 20c "
Motormen & conductors	Guelph Radial Ry	15	Sept. 19	Wages increased 1c per hr as follows :— Old rate / New rate. First year men 14c p. h. { 1st six months / 2nd " } / 14c p. hr. / 15c "; Second " 15c " / 16c "; Third " 16c " / 17c "
General Transport :				
Coal handlers	Halifax, N.S.	75	July 17	Wages increased from 20c per hr to 25c per hr for day work and 30c for night work
Teamsters	Toronto, Ont.	120	Sept. 15	Wages increased $2 per month from $42 to $44.
Miscellaneous :—				
Barbers	Vancouver, B.C.	6	Aug. ..	Hours decreased ½ hr per day
Bartenders	Quebec, Que	150	Sept. 1	Hours reduced 5 per week
Civic Employees :—				
Civic employees	Toronto, Ont.	171	.....	General increase in salaries.*
Street cleaners and labourers	Niagara Falls, Ont	15	July 16	Wages increased from $1.50 to $1.75 per 9 hr day
Labourers	Guelph, Ont.	50	July ..	" $1.65 to $1.75 per day
"	Vancouver, B.C.	350	Aug. 1	" 25c to 28c per hr.

** Dominion Copper Company. *** For full terms of agreement see Labour Gazette for September, 1906, p. 319; see also, p. 299. § Working seven days of 12 hrs per week. * For detailed statement of increases see accompanying article.

LABOUR, CANADA, DURING THE THIRD QUARTER OF 1906—*Continued.*

Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought About.
Before change.	After change.	Before change.	After change.	Increase.	Decrease	Increase.	Decrease	
15.00	15.75	55	55	.75	.....	.....	.....	After negotiations betw. local union and Employers Assoc., the men requesting a general increase of 10 per cent.
19.35	20.67	53	53	1.32	.....	.....	.....	After a strike.
.....	.....	.....	.....	.....	.....	.....	.....	By agreement among leading firms.
15.75	17.50	84§	84§	1.75	.....	.....	.....	On demand of workmen.
.....	.....	60	54	.....	.....	.....	6	By voluntary concession.
.....	.....	60-70*	54	.....	.....	.....	6-16	By mutual agreement.
†	†	†	†	.60-1.20	.....	.....	.....	By negotiations ending in mutual agreement.
8.75	9.10	70	70	.35	.....	.....	.....	After negotiations between company and an advocate employed by the men.
9.45	9.87	70	70	.52	.....	.....	.....	
11.20	11.72	70	70	.52	.....	.....	.....	
9-10.20	10.80-12 10.80 9.00-10.20	60	60	1.80	.....	.....	.....	By mutual agreement.....
9.52	9.52-10.00	68	68	.68	.....	.....	.....	On petition of men.
10.20	10.88	68	68	.68	.....	.....	.....	"
10.88	11.56	68	68	.68	.....	.....	.....	"
10.80	13.50	.....	.....	2.70	.....	.....	.....	By compromise after a strike for 30c per hr day work and 35c per hr night work.
10.50	4.00	.....	.....	.50	.....	.....	.....	By mutual agreement after a strike.
.....	.....	.....	.....	.....	.....	.....	3¼	After a strike.
.....	.....	.....	.....	.....	.....	.....	5	By early closing by-law.
9.00	10.50	54	54	1.50	.....	.....	.....	On petition of men.
9.90	10.50	59	59	.60	.....	.....	.....	By voluntary concession.
13.50	15.12	54	54	1.62	.....	.....	.....	By voluntary concession.

* Irregular. † See full terms of new agreement under heading "Recent Industrial Agreements" published sewhere in present issue.

City Clerk's Department.

	Old Rate.	New Rate.
City clerk	2,700	3,000
Assistants	1,750	1,850
Assistant	1,450	1,550
Clerk	1,100	1,150
Clerk	950	1,100
Clerk	950	1,100
Junior Clerk	720	800

Telephone Exchange.

Operator	500	600
Assistant operator	300	350

City Treasurer's Department.

Chief accountant	2,250	2,500
Assistant accountant	1,400	1,600
Assistant accountant	1,250	1,350
Receiving teller and assistant accountant	1,500	1,700
Paying teller	1,500	1,600
Paymaster	1,400	1,600
Secretary	1,250	1,300
Registrar of arrears taxes	1,250	1,350
Tax receiver	1,200	1,350
Tax clerk	1,150	1,250
Clerk	950	1,000
Clerk	832	950
Clerk	960	1,060
Clerk	830	900

Waterworks Rating and Revenue Branch.

Detail examiner	1,350	1,400
Chief rating clerk	1,200	1,250
Receiver	1,000	1,100
Receiver	900	1,050
Rating clerk	950	1,050
Rating clerk	950	1,050
Rating clerk	800	900
Meter clerk	1,000	1,100
Assistant in accountant's department	950	1,050

Tax Collection.

Six collectors, at 1,350 each to 1,500 each	8,100	9,000
Collector	1,000	1,150
Six tax clerks at $850 each to $950 each	5,100	5,700

License Office.

Receiver	1,000	1,100

Works Department.

	Old Rate.	New Rate.
Assistant engineer	2,500	3,000
Assistant engineer	1,300	1,400
Secretary	1,300	1,400
Leveller	975	1,200
Leveller	$18 to $21 per week	
Analyst	$19.23 to $21 per week	
Foreman	$18 to $21 per week	
Storekeeper	$13.20 to $15 per week	
Accountant	1,300	1,500
Secretary	900	1,050
Assistant engineer	900	1,050
Clerk	936	1,050

Waterworks Branch.

Chief engineer main pumping station	1,800	2,100
Foreman meter and machine shop	1,170	1,500
Inspector	1,170	1,250
Allowance for 6 district inspectors	$2.75 per day	$3 per day
Officer of high level station	wages increased $2 per week	

Property Department.

Chief clerk	780	936
Clerk	624	780
Superintendent Main Cattle Market	1,000	1,200

Allowances for other increase of wages were as follows:—

St. Lawrence Market	$125.00
St. Andrew's scale	62.00
Cattle Market—Main	208.00
Cattle Market—Annex	156.00
City Hall	828.00
City Hall, 28 women cleaners $1 per week	1,456.00
St. Paul's Hall, caretaker	100.00

Architect's Department.

Assistant to City Architect	$1,300	$1,400
Chief assistant	1,300	1,350
Draftsman	728	832
Draftsman	390	468
Building inspector	936	988
Two building inspectors, $780 each	1,560	1,664
Additional inspector	...	780
Clerk	416	442

Parks Department.

Commissioner	2,260	2,500

It will be seen from the above that a total number of over 170 employees had their wages increased, involving a total increase of approximately $21,700, in aggregate yearly earnings.

Labourers in the employ of the cities of Niagara Falls, Ont., Guelph, Ont., and Vancouver, B.C., received increases in wages. An aggregate of 415 men were affected by these changes and the total increase in weekly earnings amounted to $619.50.

An increase in the salaries of a number of officials employed in Dominion penitentiaries was granted under an act passed at the recent session of the Dominion Parliament.

Miscellaneous.—Barbers (6) at Vancouver, B.C., and hotel and restaurant employees (150) at Quebec, Que., received reductions in hours. Among the former, the shops affected agreed to close at 7.30 instead of 8 p.m., and to grant an additional 15 minutes for supper on Saturdays. The change at Quebec was the result of an early closing by-law which compelled bar-rooms in hotels and restaurants to close at 7 p.m. on Saturdays instead of at midnight as previously.

Unskilled labour.—The wages of unskilled labourers were higher at many points during the quarter than in the earlier months of the year or in the corresponding period of 1905.§

§ A special table showing current wages of this class in the several cities of Canada, is published elsewhere in the present issue.

RECENT INDUSTRIAL AGREEMENTS.

Copies of the following Industrial agreements were received at the Department of Labour during the month of October, 1906.

Agreement between the Grand Trunk Railway Company and Yardmen on lines east of Detroit and St. Clair Rivers.

MONTREAL, Sept. 27, 1906.

RULES and Rates of Pay governing yard foremen and switchmen, taking effect September 1, 1906, to continue for one year and thereafter until sixty days prior notice is given, in writing.§

STATION	RATES PER DAY			
	Day Foreman	Night Foreman	Day Helper	Night Helper
Portland	$2.50	$2.60	$2.10	$2.20
Gorham	2.20	2.20	1.70	1.70
Island Pond	2.30	2.50	2.10	2.20
Richmond	2.20	2.30	2.00	2.10
Point Levi	2.20	2.20	2.00	2.00
Bonaventure and Pt. St. Charles	2·60	2.70	2.10	2.20
Brockville	2.40	2.50	2.00	2.10
Belleville	2.40	2.50	2.00	2.10
Allandale	2.40	2.50	2.00	2.10
Lindsay	2.30	2.30	2.00	2.00
York	2.60	2.70	2.10	2.20
Toronto	2.60	2.70	2.10	2.20
Hamilton	2.60	2.70	2.10	2.20
London	2.60	2.70	2.10	2.20
Sarnia Tunnel	2.60	2.70	2.10	2.20
Brantford	2.50	2.50	1.90	1.90
Stratford	2.60	2.70	2.10	2.20
Palmerston	2.40	2.50	1.90	2.00
Windsor	2.60	2.70	2.10	2.20
St. Thomas			2.25	2.25
Niagara Falls	2.60	2.70	2.10	2.20
Fort Erie	2.60	2.70	2.10	2.20
Ottawa	2.35	2.45	1.80	1.90
Depot Harbor	2.35	2.45	1.80	1.90

§ The schedule previously in force was published in the November, 1905, issue of the Labour Gazette (Vol. VI No. 5) p. 447.

1. Ten hours will constitute a day's work; five hours, or less, a half-day; over five hours a full day. After ten hours, overtime will be paid at schedule rates per hour; less than thirty-five minutes will not be counted; for thirty-five minutes or over, one hour will be allowed.

2. Crews will be allowed one hour in which to take their meals, between the hours of 11 and 2 o'clock. Should it be impossible to give a crew a meal hour within the time specified, they will be given thirty minutes, which will expire at 2 o'clock. If only thirty minutes are given, the men will be paid for the meal hour.

3. Yardmen required to do other than their regular work during their regular working hours will be paid regular yard rates; and if required to attend court will be allowed reasonable expenses.

4. When a yardman is suspended or discharged for what he considers an unjust cause he will be given a hearing within fifteen days, and if the investigation proves him blameless, he will be re-instated and paid for the time lost.

5. When vacancies occur, the men senior in the service will be given preference, qualifications and other things being equal, the superintendent to be the judge of qualifications.

6. Engines in yard service to be equipped with foot boards and hand railings on front and rear, also headlights on front and rear. Engines not to be worked more than twenty-four hours unless properly equipped.*

7. The use of intoxicating liquors or the visiting of saloons will be sufficient cause for dismissal. Any employee will be dismissed immediately in case of intoxication or insubordination.

(Sgd.) F. H. McGUIGAN,
Fourth Vice-President.

Approved:

(Sgd.) CHAS. M. HAYS,
Second Vice-Pres. and General Manager.

Rules and Rates Governing the service of Carmen in the employ of the Canadian Northern Railway Company.

Article 1.—Shop rules and hours will govern all shops on the system. Carmen employed on running repairs shall not be considered shopmen. Carmen required to furnish and regularly use carpenters' tools will be classed as freight carpenters.

Article 2.—For shopmen, working hours shall be from 7k to 18k, with one hour off for meals, between 12k and 13k.

On Saturdays, from October 1st to March 31st from 7k to 17k, with one hour off for meals, between 12k and 13k. From April 1st to September 30th, from 7k to 12k or to 17k where so agreed.

Overtime shall be paid at the rate of time and one half from 18k to 24k, and at the rate of double time from 24k to 7k. Sundays and the following public holidays, viz., New Year's Day, Good Friday, Victoria Day, Dominion Day,, Labor Day, Thanksgiving Day and Christmas Day, shall be paid time and one half from 7k to 24k, and double time from 24k to 7k.

Regular night shopmen shall be paid straight time during working hours, the same being from 19k to 6k, with one hour off for meals.

Shopmen called out after working hours between the hours of 19k and 24k shall receive not less than three hours straight time; if called out between the hours of 24k and 7k shall receive not less than five hours straight time.

Article 3.—All coach yard employees shall be classed as shopmen.

Article 4.—Unless otherwise agreed carmen working day and night relays shall work alternate weeks day and night.

Article 5.—Carmen six months in the Company's service to receive the maximum rate when such is not more than 2 cents above the minimum. When the maximum rate calls for more than 2 cents 2 cents shall be given after six months' service, and the balance after a further six months.

Article 6.—Carmen called out to wrecks will be paid straight time when travelling (Sundays and public holidays time and one half) and time and one half while working at the wreck. No time will be allowed while laid up for rest.

Article 7.—Carmen sent out on the road to work temporarily will be allowed straight time when travelling and overtime for time worked beyond the regular working hours.

One dollar per day will be allowed as travelling allowance. When travelling over 10 hours in any 24 hours, not more than 10 hours will be allowed for such travelling.

Article 8.—When reductions in force are made, men who have others dependent upon them for support shall be given preference of employment, seniority and proficiency to govern. Carmen laid off on reduction of force, if competent, shall, when force is increased, be given preference over new men. Promotion shall be governed by merit, ability and seniority.

Article 9.—Carmen who are discharged or resign shall be given a certificate stating term of service and capacity in which employed.

Article 10.—Carmen who feel that they have been unfairly dealt with may appeal from their foreman to the master mechanic or the head of their department.

* This clause was not included in the previous agreement.

Article 11.—An advance of 2 cents above the schedule shall be paid at Edmonton. The rates shall be as follows:—

	Cents per Hour.
Air brake cleaners and testers	22½
Babbitters	22
Brass burnishers	22
Coach carpenters	29½
Locomotive carpenters	28½
Freight carpenters	22½ to 25½
Car inspectors	22½
Car repairers and oilers	20½
Heating and lamp men	19
Coach cleaners, coal and ice men	17½
Coach and locomotive painters	28½
Freight painters	21½
Leading painters	31
Painters' helpers	17½
Pipe fitters	25½ to 30
Leading tinsmith and pipe fitter	32
Pipe fitters' helpers	20
Tinsmiths	29
Leading truck repairer	25
Truck repairer	22
Upholsterers	25 to 27

This schedule to remain in force from the 1st day of July, 1906, for one year and from year to year thereafter unless thirty days' notice in writing is filed by either party concerned.

(Sgd.)
A. H. SWEETMAN,
A. E. WILLIAMS,
R. C. JOHNSTONE,
Carmen's Committee.

(Sgd.) A. SHIELDS,
Master Mechanic, C.N.R.

Approved,
(Sgd.) W. A. BROWN,
General Manager C.N.R.

Agreement between the Canadian Pacific Railway Company and Boilermakers.

Article 1.—Boilermakers' work shall consist of laying out, marking off; fitting up, flanging, chipping, caulking, patching and all work pertaining to air, steam, oil and water tight work and operating the hydraulic rivetter.

Article 2.—Section 1.—The following hours will govern all shops and round houses. In all shops and round houses ten hours to constitute a day's work. The working hours will be from 7k to 18k with one hour off for dinner from 12 to 13k on the first five days of the week. On Saturday the hours will be from 7k to 17k with one hour for dinner from 12 to 13k from October 1st to April 1st and from 7k to 12k the balance of the year.

Article 2.—Section 2.—For night men in shops the hours will be from 18k to 6k with one half hour for supper. Twelve hours pay will be allowed for same five nights per week.

Article 2.—Section 3.—The night staff in round houses will work from 19k to 6k with half an hour for meals for which eleven hours straight time will be allowed except on Sundays and specified holidays, when time and one half will be allowed.

Article 3.—Overtime rates shall be as follows:—From the close of shop hours to 24k, time and a half; after 24k double time. Sundays and all Dominion holidays, that is, New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day will be paid at the rate of time and one half.

Article 4.—The amount of time to be allowed a boilermaker or apprentice called after working hours up to 22k shall be two and a half hours, after that hour five hours; if the hours worked entail a further allowance overtime rates will be paid.

Article 5.—The company may lengthen or shorten the working hours as the business may necessitate, but when the company shortens the hours overtime rates shall be paid after the shortened hours.

Article 6.—When boilermakers are sent out on the road temporarily to work they shall receive straight time from the time called and while travelling. Necessary expenses will be refunded provided receipts are attached to the expense voucher.

Article 7.—When a reduction of expenses becomes necessary men who have others depending upon them shall be given the preference of employment, character, seniority and proficiency to govern.

Article 8.—No boilermaker or apprentice shall be discharged or suspended without just or sufficient cause. When discharged reasons shall be given showing the actual cause of the discharge, and if after proper investigation it shall be found that a boilermaker or apprentice has been unjustly discharged or suspended, he shall be reinstated within five days after discharge or suspension, and all time lost during the investigation paid. Grievances shall be adjusted in the company's time.

Article 9.—Leave of absence and free transportation shall be granted to members of committees of boilermakers for the adjustment of matters in dispute with the company as far as is consistent with good service.

Article 10.—Employees will be granted leave of absence and passes or reduced rates in accordance with current general regulations of the company.

Article 11.—The company will not in any way discriminate against any boilermaker in a committee duly authorized to see the management.

Article 12.—Any boy hereafter engaging himself to learn the trade must serve five years, be between the ages of 15 and 16 years and be able to read and write English, also know the first four rules of arithmetic. The apprentice who, after serving one year, in the opinion of the foreman shows no aptitude for learning the trade shall be transferred or dismissed and all obligations accepted by the company will, of necessity, be forfeited. It shall be the duty of the foreman and others in authority to advance apprentices as far as possible in all parts of the trade, especially in the last two years of apprenticeship. Apprentices shall receive the following rates:—

	Cents per hour.
First year	9
Second year	11
Third year	13
Fourth year	16
Fifth year	22

The number of apprentices to the trade shall not exceed one for every five boilermakers employed.

Article 13.—The following rates will govern the trade:—

	East of Paqua.	West of Paqua.
Boilermakers	38 cts	40 cts.
Flangers, Winnipeg	40 1-2 cts.	
Netting, ashpan and grate work	28 cts	29 cts.

Tubers will be restricted to Fort William and Winnipeg back shops only. The minimum rates shall be as above, but new men without previous railway experience may be started at three cents less than the minimum rate for a period not exceeding two months.

Article 14.—Boilermakers required to do superior work shall be paid the rate for such work after the seventh day; should they be required to do such work for two weeks or over they shall be paid from the time they started at it.

Article 15.—Helpers shall not be advanced to the detriment of boilermakers or apprentices.

Whenever the necessities of the company require that tubers shall be appointed at the roundhouse to do boilermakers' work the established rating for boilermakers shall apply. It is agreed that the final appointment of such a man shall be approved by the general committee of the boilermakers.

Article 16.—It is open for the committee at any time to appeal from the foreman to the master mechanic, or to the highest officer of their department.

Article 17.—The foregoing articles shall be known as the Canadian Pacific Railway Company's schedule of Rules and Rates for the guidance of boilermakers, and will require thirty days' notice for amendment or annulment by either party.

Effective as regards rates September 1st, 1906, and as regards hours October 1st, 1906.

Signed. For the Boilermakers:
E. C. CHRYSTAL,
A. A. DAY.

For the Company:
WM. CROSS,
Asst. to 2nd Vice-President.
GRANT HALL,
Asst. Supt. of Motive Power,
Western Lines.

APPENDIX.

WINNIPEG, Sept. 13th, 1906.

To the Chairman, Boilermakers' Western Division:

Dear Sir: It is agreed that the boilermaker, as defined in Article 1 of the schedule signed to-day shall have the first rights upon roundhouse work, and shall not be superceded nor hindered in following up his trade in roundhouses whenever such a line of work prevails, to the extent of requiring a man to follow it. Any employment of helpers or other mechanics to the hindrance of the boilermaker following his trade shall be considered a violation of this schedule.

At the same time it is agreed and understood that as the work increases the helpers shall obtain rights upon the inferior line of work, such as ashpan, netting and grate bar work, as set forth in the schedule.

W. CROSS,
Asst. to 2nd Vice-President.

Agreement between the Canadian Pacific Railway Company and Conductors, Baggagemen, Brakemen and Yardmen on Central and Western Divisions.

RATES FOR MAIN LINE PASSENGER TRAINS.

(Edmonton, Crow's Nest and Portal Sections included as Main Line.)

For monthly mileage of five thousand six hundred miles or less, conductors will be paid $140.00 per month.

Baggagemen will be paid 58 per cent, and brakemen 53 per cent of conductor's rates.

All mileage made in excess of five thousand six hundred miles per month will be paid pro rata.

FOR BRANCH LINE PASSENGER TRAINS.

For monthly mileage of five thousand miles or less, conductors will be paid $125.00 per month. Baggagemen will be paid 58 per cent and brakemen 53 per cent of conductor's rates.

All mileage made in excess of five thousand miles per month will be paid pro rata.

Crews assigned to runs a portion of which are passenger and the balance mixed or freight, or both, will be paid mileage rate for each class of train, but not less than the minimum passenger train rates.

RATES FOR MIXED, THROUGH FREIGHT, WAY FREIGHT, AND WORK TRAINS.

(East of Crow's Nest and Laggan.)

	Conductors	Brakemen
Mixed Trains per mile	3.45 cents	2.35 cents
Through Freight Trains per mile	3.45 cents	2.35 cents
Way Freight Trains per mile	3.80 cents	2.60 cents
Work Trains per mile	3.45 cents	2.35 cents

(West of Crow's Nest)

	Conductors	Brakemen
Mixed trains per mile..	3.55 cents	2.45 cents
Through Freight Trains per mile	3.55 cents	2.45 cents
Way Freight Trains per mile	3.90 cents	2.70 cents
Work Trains per mile	3.55 cents	2.45 cents

No overtime for lay-over at schedule terminals, rate for regular Mixed Trains on Branch Lines includes handling Way Freight and for Passenger and Mixed Trains includes making up and setting away their assigned trains at schedule terminals where no yardmen are employed, provided their monthly mileage, including

terminal switching as above, does not exceed equivalent to 2,800 miles per month.

Crews assigned to Mixed Trains will be paid for not less than 2,800 miles per month, as above; when regular monthly mileage is less the Company will have the right to use such crews in road service up to 2,800 miles, but will not, in doing so, run them around other crews except in cases of Branch Line Mixed Crews on their own section.

Mixed Trains handling way freight at three or more stations will be paid way freight rates.

RULES FOR TRAINMEN.

Article 1.—Light running (engine and van,) will be paid at through freight rates.

Article 2.—Snow Plough and Flanger Trains will be paid at through freight rate, and Trainmen will not be required to ride in plough or flanger, but will be supplied with a van or some other suitable car.

Article 3.—(a) Trainmen deadheading or travelling passenger will be paid at the same rates as the corresponding men running the train on which they travel. The first crew out will deadhead and will stand first out of these crews at the other terminal.

Crews will not be compelled to abandon their vans en route for the purpose of travelling passenger, or when being moved from one to next sectional terminal for freight service, nor when handling colonist or immigrant trains.

(b) Trainmen travelling at the instance of the Company from one Superintendent's Division to another, travelling passenger for a distance of over two hundred miles, will be paid at half passenger rate; otherwise they will be paid as per Clause A.

Article 4.—(a) Freight or Mixed Trainmen running passenger trains will be paid through freight rates, unless relieving Passenger Trainmen on their assigned runs, when they will be paid at the schedule rates per mile of the corresponding men relieved.

(b) Passenger Trainmen making extra mileage on Passenger Trains other than those to which they are assigned will be paid through freight rates, unless turned between terminals, when they will be paid at their schedule passenger train rates per mile.

Article 5.—Through Freight Trainmen required to load or unload way freight en route will be paid overtime at way freight rates for time so occupied, but not in excess of way freight rates for full trip, such time to be deducted in computing overtime. Way freight rates will be paid over full trip if way freight is loaded or unloaded or switching is done at three or more points (other than picking up and setting out cars belonging to their own train). Way freight crews arriving too late to take regular assigned run will be entitled to work on through freight to enable them to catch their regular run, and may run around other crews to do so.

The handling of water cars for other than train purposes will be by way freight trains. If by through freight trains, way freight rates will be paid provided water is distributed at three or more stations.

Article 6.—Trainmen acting as pilots will be paid schedule freight rates in their respective classes.

Article 7.—Through freight rates on basis of eleven miles per hour will, unless otherwise provided for herein, be paid for time occupied in making up and setting away trains at the terminal points of the section on which the train is run and for work performed in or between yards at terminals, and at turn around points when trains are turned at intermediate points on such section.

Article 8.—When a passenger train averages less than fifteen miles per hour, and any other train less than eleven miles per hour, overtime will be allowed at schedule rates on the basis of fifteen and eleven miles respectively for the time so occupied, computed from the hour set for the departure of the train trip. In computing overtime all mileage paid for, including doubling, will be included in the mileage, and unless otherwise provided for herein, the time will not include the time otherwise paid for.

Article 9.—On unassigned short runs of less than one hundred miles on all classes of trains Trainmen will be allowed eleven miles per hour with following minimum; under fifty miles, fifty miles; from fifty to seventy-four miles, seventy-five miles; from seventy-five to ninety-nine miles, one hundred miles. Actual mileage both ways on round trip to be counted in arriving at mileage of run.

The meaning of terminal in the foregoing article is understood to be the regular points between which crews regularly run; for instance, the terminal from which a branch line projects would be the terminal for the branch, but not necessarily for the section from which the branch line springs.

Article 10.—When Trainmen come on duty for train, which is annulled, they will be allowed overtime at through freight rates, with a minimum of three hours, and will stand first out.

Article 11.—Trainmen detained between terminal points by cancellation of train or other unavoidable cause will be allowed actual mileage made (or proper mileage for short runs), and thereafter 100 miles for each successive 24 hours on the basis of hour for hour up to ten hours, and so on at the end of each 24 hours; then actual mileage to terminal. This is to apply to passenger trains on the basis of fifteen miles per hour.

It is understood that Trainmen on trains detained between their terminals by annulment of train, or other unavoidable cause, will be allowed ten miles per hour for the first ten hours of each twenty-four hours so held, whether held five hours, two or three days or more.

Article No. 9 governs for short run to point of delay, and actual mileage from point of delay to terminal.

Separate trip ticket must be made out for each service.

Engine failures, or the taking of engine for other service, or any delay through being held between terminals excepting delay meeting or passing trains or any work in connection with their train, is covered by this Article, which was constructed to avoid possible excessive overtime being claimed under overtime article, and applies even though crew arrives at destination within overtime limit.

Article 12.—(a) Trainmen assigned to Work Train service and held in that service will be paid on the basis of eleven miles per hour, computed from the hour that the crew is ordered for until laid up, time taken for meals being deducted, and will be paid equivalent to not less than nine consecutive hours, at Work Train rates, for every working day so held, not including overtime work lapping over from previous day.

(b) When Work Trains run forty miles or more to or from their working limits, mileage at Through Freight rates will be allowed—time so occupied not to be included in time paid for at Work Train rates.

(c) Trainmen on Wrecking Trains will be allowed actual mileage to and from working limits and Work Train rates while at work.

(d) Trainmen will not be paid for performing Work Train service en route unless time occupied exceeds one hour, in which case they will be paid at Work Train rates for the whole time so occupied —such time not to be included in computing overtime.

(e) Trainmen assigned to Work Train service will not be considered absent from duty from the time work is through on Saturday night until usual starting hour Monday morning, unless notified in writing before they are laid up on Saturday night that they will be required. If so notified and not used they will be paid for five hours at Work Train rates. Train men will be allowed to go home for Sundays if the train service will permit, and it will not interfere with the work service.

(f) Unless Senior Conductors desire otherwise, Junior Conductors will, if they are competent, be assigned to Work Train.

Article 13.—Trainmen held at terminal points for train service after arrival of train has been registered shall be paid for such time at detention rates.

Article 14.—Trainmen actually engaged in shovelling coal for tenders en route will be paid at the rate of thirty cents per hour for the time so occupied, and this time will not be deducted in computing overtime.

Article 15.—Trainmen held off on Company's business will be paid schedule rates for mileage lost, and will be reimbursed reasonable expense when away from home.

Article 16.—Extra mileage made in doubling will be paid for at schedule rates for class of train.

Article 17.—Trainmen will be advised in writing, with the reason, if mileage or time claimed is not allowed.

Article 18.—When Freight Crews are called out, the full crew will be used, but may be split when required to run sections of passenger trains.

Article 19.—It is not the intention of the Company to adopt generally the plan of double-heading Freight Trains which has prevailed on some other roads, and no materially greater proportion of double-headed trains on any district will be run than in the past.

The practice of double-heading Freight Trains of over 1,375 actual tons, exclusive of caboose, will be discontinued.

(a) Helping Engines may be used to assist trains between the following points:

WESTERN DIVISION.

WESTBOUND:
Medicine Hat to Bowell.
St. Mary's to Pearce.
Wardner to Cranbrook.
Cranbrook to Loco.

EASTBOUND:
Suffield to Bowell.
Medicine Ha[t] to Dunmore.
Pearce to Whoopup.
Creston Jct. to Goatfell.
Michel to Crow's Nest.

CENTRAL DIVISION.

WESTBOUND:
Fort William to Dexter.
Kenora to Horner.
Austin to Sidney.
Brandon to Kemnay.
Indian Head to McLean.
Neepawa to Minnedosa.
Minnedosa to West Summit.
Solsgirth to Birtle.
Binscarth to Harrowby.
Lumsden to Disley.
Rapeard to Oxbow.
Morden to Darlingford.
La Riviere to Woodbay.

EASTBOUND:
Moosejaw to Pasqua.
Regina to McLean.
Broadview to Percival.
Rennie to Kenora.
Kenora to Jack Pine.
Birtle to Solsgirth.
Minnedosa to East Summit.
Rapid City Jct. to Varcoe.
Disley to Condie.
La Riviere to Six Mile Spur.
Millwood to Binscarth.

and all other places where Helper Engines may now or hereafter be established to take over any single grade the actual tonnage which any single engine handling the train may bring to the foot of that grade. (By the foot of the grade is meant a convenient station near the foot of the grade at which the helper engine may be taken care of.)

(b) Double-headers may be run in cases of storms, accidents, to avoid running engines light, moving engines to and from shops or from one Division to another, to expedite stock or perishable freight, but in all such cases the tonnage will not exceed the rating of the largest engine attached unless as hereinbefore specified. In case of an accident to an engine consolidation may be effected with another train and the consolidated train brought into terminal as a double-header.

(c) No Way Freight Trains will be double-headed (except where there is but one freight train each way daily, and then only under restrictions hereinbefore stated.

Note.—Nothing in the above rules in regard to limiting tonnage or length of train to be handled by double-headers or otherwise shall be construed so as in any way to limit or establish a precedent as to the proper or safe length of the train to be handled by one engine.

If it be found at any time that the above arrangement is not satisfactory, a meeting will be held on one month's notice to discuss and revise same, without it involving a revision of the schedule.

Article 20 (a).—Trainmen will not be transferred from one promotion district to another except in cases of shortage of men on that district, and the junior men will be sent, and shall go unless the senior men wish to go. Trainmen will be notified of such transfer at their home terminal.

(b) Trainmen will not be run on any other than their own section, except in cases of shortage of men on that section.

Article 21.—Trainmen who have been on duty twelve hours or more will not be called again for immediate duty if they want rest, the men to be judges of their own condition, but eight hours' rest is to be considered sufficient except in extreme cases. The required rest must be booked on arrival.

Article 22.—Freight Trainmen living within one mile of the Yard Office and Passenger Trainmen living within one mile of Passenger Station will be called to be on duty forty-five and thirty minutes respectively before leaving time of train. Caller will be furnished with a book in which the time the train is to leave will be registered, and in which Trainmen will sign their names.

Article 23.—All Passenger and Mixed Trains will have at least one Train Baggageman and one Brakeman. All Passenger Trains of eight or more cars will have two Brakemen and one Baggageman if there is a Local Baggage Car on the train, one or two Box, Baggage or Refrigerator Cars to count as one car, and three or four as two cars.

Article 24.—Trainmen assigned to regular runs will not be required to stop in yans at terminal points, and unless they are advised that they will be required before their regular run will not be considered absent from duty if so required and not on hand. Crews so advised will be given their turn out with unassigned crews.

Article 25.—One Brakeman on each Freight and Work Train must be competent and have had at least four months' experience as such, and the same or another Brakeman must be acquainted with the road. A Conductor will not be required to take out a Brakeman who is found to be incompetent more than one round trip unless his incompetency is disproved.

Article 26.—Unassigned crews in freight service will be run first in and first out of terminals.

If run around avoidably they will be entitled to fifty miles. (Excepting as provided for way freight crews under article 5.)

Article 27.—Trainmen employed in freight crews regularly set up will be paid for not less than 2,600 miles in all classes of service in any one month. When it is necessary to reduce the number of crews set up, it will be done in the order of seniority, commencing with the junior men, Crews running only a part of a month will be credited with such mileage at the rate of one hundred miles for each working day, regularly set up.

Article 28.—No Trainmen shall be suspended or discharged until his case is investigated and he has been proven guilty of the offence charged against him and decision rendered. He, however, may be held off for such investigation not to exceed three days. He may, if he desires, enjoy the privilege of the assistance of a fellow-employee in stating his case at the investigation. All parties concerned must be notified to be present. If accused is not satisfied with decision rendered he may appeal to the General Superintendent with the assistance of the fellow-employee above mentioned.

Article 29.—When a trainman is discharged or resigns he will, as soon as practicable, be paid and given a certificate stating term of service and in what capacity he was employed.

Article 30.—(a). Promotion on each promotion district will be made according to the seniority of the Trainmen on that district, and will be governed by merits, fitness and ability.

Any man refusing promotion or failing to qualify for promotion will thereafter rank junior to the man or men promoted in his place. Any man who is not promoted by the Company when his turn comes will be promptly advised in writing the reason therefor.

Brakemen will have no seniority standing for the first six months' service, after

which they will rank as Brakemen from the date they entered the service as such.

(b) The promotion of Conductors will be from Through Freight to Way Freight, from Way Freight to Mixed, and from Mixed to Passenger Train service. The promotion of Freight Brakemen unless otherwise arranged will be from Through Freight to Way Freight and Way Freight to Mixed on permanent freight train service sections.

The promotion of Passenger Brakemen will be to Train Baggagemen. Freight Baggagemen will not be eligible for position in Passenger Train service, except that where there is a vacancy for a regular Passenger Brakeman it will be advertised by bulletin for ten days before the vacancy is permanently filled, and preference in filling it will be given the senior suitable Freight Brakeman applying for it, and if no suitable Freight Brakeman applies for it, to the senior suitable Yardman applying for it.

(c) In the event of the transfer of lines from one General Superintendent's Division to another, the Trainmen on such lines will have the choice of being transferred or not, according to their senority. The Trainmen transferred will rank with those on the promotion district to which they are transferred, according to the date from which they ranked as Conductors, Baggagemen and Brakemen respectively, but no man will be reduced in rank unless the number of crews employed is reduced.

Promotion to runs extending over more than one General Superintendent's Division will be divided between such Divisions, as nearly as possible on a mileage basis.

Article 31.—Precedence in manning new lines or extensions of the General Division will be given to the Trainmen on the existing lines of that Division, according to seniority, provided they are competent.

Vacancies to be filled under this Article will be bulletined at all terminal points of General Division. Applications must be made within thirty days of bulletin.

After such line is once crewed no further applicants will be considered.

Article 32.—Passenger Conductors on leave of absence for less than thirty days will be relieved by the senor suitable Freight Conductor. Way Freight Conductors will not be used for relieving other Conductors for a period less than seven days.

Passenger Conductors on leave of absence for thirty days or longer will be relieved by the senior suitable Mixed Conductor, and the Mixed Conductor will be relieved by the senior suitable Freight Conductor. Senior Spare Conductors will relieve Freight Conductors. All on the same promotion district.

Article 33.—Trainmen will not be compelled to handle cars in trains, the draft gear of which is defective and requires to be chained, further than to take care of perishable freight or live stock that may become disabled en route to the first terminal. Under no circumstances will Trainmen be compelled to handle cars behind van other than official cars or flanger.

Article 34.—Freight trains handling five or more heated cars or seven or more coaches or three and five combined, between the months of November and March inclusive will be allotted a man to attend to the heaters.

Article 35.—Regular Passenger Crews handling freight or boarding cars between local points on branch lines will be paid through freight rates between points cars are handled.

Article 36.—Crews assigned to regular runs will not be compelled to do other work than that to which they are regularly assigned, except in cases of wrecks when no other crews are available.

Article 37.—The articles embodied in this schedule shall constitute an agreement between the Canadian Pacific Railway Company and the Conductors, Baggagemen and Brakemen employed on Central and Western Divisions, and will remain in force from July 1, 1906, subject to sixty days' notice from either party.

FOR CENTRAL DIVISION—

(Signed) G. J. BURY,
General Superintendent.
L. L. PELTIER,
Chairman Joint Committee and General Chairman O. R. C., C. P. R. System.
DEVRIE HUNT,
General Chairman B. of R. T., Central Division.

FOR WESTERN DIVISION.

(Signed) R. R. JAMIESON,
General Superintendent.
L. L. PELTIER,
Chairman Joint Committee and General Chairman O. R. C., C. P. R. System.
E. H. COOK,
General Chairman B. of R. T., Western Division.

RATES AND RULES FOR YARDMEN.

Rates	Day.	Night.
Yard Foremen per hour....	31 cts.	33 cts.
Yardmen, per hour...	28 cts.	30 cts.

Article 1.—Articles 17, 28 and 29 in Trainmen's Schedule will apply to Yardmen.

Article 2.—Yardmen held off duty on the Company's business will be paid schedule rates for time lost, and will be reimbursed reasonable expenses while away from home.

Article 3.—Ten hours or less will constitute a day's work.

Article 4.—Overtime will be paid pro rata on basis of one-tenth of one hour for every six minutes worked, less than three minutes not to count, three minutes to six minutes to count as one-tenth of an hour.

Article 5.—Working hours for regular crews where both a Day and a Night Crew is allotted to one engine working at the same place will commence at or between six thirty and seven thirty, and at or between eighteen thirty and nineteen thirty o'clock respectively.

Article 6.—Yardmen will, when possible, be allowed one hour for meals between 11.45 o'clock and 14 o'clock, and between 23.45 and 2 o'clock, and will not be compelled to remain off duty more than one hour at meal hour. If Yardmen are allowed off for meals later than 13.15 or 1.15 they will be allowed forty-five minutes for meals, and will be paid for one hour.

Article 7.—The promotion of Yardmen in their respective yards will be according to seniority, and will be governed by merit, fitness and ability. Any man refusing promotion or failing to qualify for promotion will thereafter rank junior to the man or men promoted in his place. Senior men to have preference for day work. Any man who is not promoted by the Company when his turn comes will be promptly advised the reason therefor in writing.

Article 8.—Yardmen on duty for special short runs outside of terminal or yard limits will be paid at yard rates.

Article 9.—Yard Foremen will not be compelled to work with an incompetent Yardman after such man has been reported to the Yardmaster, unless his incompetency has been disproved.

Article 10.—Yardmen will not be compelled to work with any engine that is not properly equipped with footboards, grab irons and automatic couplers.

Article 11.—Yardmen will not be compelled to couple or uncouple hose bags on passenger cars in yard where Carmen are available.

Article 12.—The articles embodied in this schedule shall constitute an agreement between the Canadian Pacific Railway Company and the Trainmen and Yardmen employed on Central and Western Divisions, and will remain in force subject to sixty days' notice from either party.

FOR CENTRAL DIVISION—

(Signed) G. J. BURY,
General Superintendent.
DEVRIE HUNT,
General Chairman B. of R. T., Central Division.

FOR WESTERN DIVISION—

(Signed) R. R. JAMIESON,
General Superintendent.
E. H. COOK,
General Chairman B. of R. T., Western Division.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES B, No. 28.

RATES OF WAGES OF UNSKILLED LABOUR, CANADA, 1906.*

Locality.	Rate.	Remarks.
Nova Scotia :—		
Sydney	$1.40 per day	Labour in demand.
Halifax	From 16c. per hr. upward according to ability; 10 hrs. per day	Builders' labourers receive 18c-20c. per hr.; rate last year was 16c-18c. per hr.
Amherst	$1.50 $1.75 per day for good men	Rate in previous years was $1.10-$1,35.
Prince Edward Island :—		
Charlottetown	$1.25 per day	Standard rate last year was $1.00-$1.25 per day.
New Brunswick :—		
Moncton	15 17c. per hr.; 10 hrs. per day	Labour in demand. Loaders, coal handlers receive $2-$3 per day.
Chatham	$1.50 $1.75 per day of 10 hrs	Labour in demand.
St. John	$1.50 per day of 9 hrs	Same rate as in 1905. Supply equal to demand.
Quebec :—		
Quebec	$1.60-$1.75 per day of 10 hrs	Employment active and men in demand.
Sherbrooke	$1.35-$1.50 per day of 10 hrs	Rate last year was $1.15-$1.25 per day.
Three Rivers	$1.25-$1.50 per day of 10 hours	The $1.50 rate is paid only to experienced men.
St. Hyacinthe	$1.50 per day of 10 hrs	Rate last year was $1.40 per day.
Montreal	$1.75 per day of 10 hrs	Rate last year was $1.50-$1.75.
Hull	$1.35 per day of 9 hours	This rate has prevailed for several years.
Ontario :		
Kingston	$1.40 $1.75 per day	
Ottawa	$1.25 $1.75 per day of 9 hours	Labour very scarce; as high as $2.00, were offered on short-time engagements.
Belleville	$1.25-$1.75 per day of 10 hrs	Labourers in demand.
Peterborough	$1.50-$1.75 per day of 9 hrs.; builders' labourers 25c. per hour	Rate unchanged from 1905 and earlier months of 1906.
Toronto	$1.75-$2.00 per day of 9 hrs	Rate on permanent employment, 15c-17c per hr. Tendency slightly upward.
Niagara Falls	17½c. per hr.; 10 hrs. per day,	This rate is paid by large contractors at Welland and Niagara Falls. Labour active.
St. Catharines	$1.75-$2.00 per day of 9 hrs. according to ability	The $2.00 rate is paid only to extra good men.
Hamilton	18c. per hr	Civic labourers receive 20c per hr.
Brantford	$1.35-$1.60 per day	The $1.60 rate is temporary, being paid on civic improvement work; rate in october 1905 was $1.35-$1.50.
Guelph	$1.75 $2.00 per day	The $2.00 rate is paid on short-time engagements.
Berlin	$1.40-$1.80 per day according to ability	Same rate as last year.
Woodstock	$1.50-$1.60 per day	Rate decreased during October, further decline anticipated.
Stratford	$1.50-$2.00 per day	Same rate as in 1905.
London	$1.50-$1.75 per day of 10 hrs	Same rate as last year. The 9-hr. day is worked on some jobs.
St. Thomas	$1.30-$1.50 per day	Labour in demand.
Chatham	$1.50 per days of 10 hours	Rate unchanged from last year.
Windsor	$1.50-$2.00 per day	
Sault Ste. Marie	$1.75-$2.00 per day	Rate has advanced 10% since 1905.
Port Arthur	$1.75-$2.50 per day	Rate last year was $1.50-$2.00 per day.

Manitoba :—		
Winnipeg	$1.75 $2.25 per day of 10 hrs.	Labour in demand.
Brandon	25c. per hr.; 10 hrs per day	Employers state that rate will be lower next month; rate last year was 20c. per hr.
Saskatchewan :		
Moose Jaw	$2-$2.25 per day	Supply increasing with completion of harvesting and threshing.
Alberta :—		
Calgary	$2 per day	Labour in demand, but supply increasing.
Edmonton	$2-$2.25 per day	"
British Columbia :		
New Westminster	$2.00 $2.25 per day	Labour in demand prior to close of fishing season; supply now adequate; rate last year $1.50 $2.00 per day.
Vancouver	25c. 28c. per hr.; 9 hours per day	
Victoria	$2.00 $2.25 per day of 9 hrs. for white labourers	Same rate as last year. Oriental labour has advanced from $1.00-$1.25 to $1.35 $1.75 per day.
Nanaimo	$2.00 $2.50 per day for white labourers	

* The rates of wages published in this table are based on information forwarded to the Department during the past month by the correspondents to the *Labour Gazette* resident in the several cities of Canada. Tables setting forth the current rates of farm labourers and railway construction labourers were published in the September and October, 1906, issues of the *Labour Gazette* at pages 286 and 391 respectively.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING OCTOBER, 1906.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals, Canada, and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for suplies given by the Post Office Department is added.

[Department of Public Works.]

CONSTRUCTION of forge building at Fort Osborne, Winnipeg, Man.; name of contractors, J. McDiarmid & Co., of Winnipeg, Man.; date of contract, October 9, 1906; amount of contract, $2,600.00.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of wages, not less than :		
Masons	$ 0.55 per hour,	9 hrs	p. day
Bricklayers	0.55 "	9	"
Builders' labourers	0.22½ "	9	"
Stonecutters	0.65 "	9	"
Carpenters	0.35 "	9	"
Joiners	0.35 "	9	"
Stair builders	0.40 "	9	"
Plasterers	0.45 "	9	"
Lathers	0.40 "	9	"
Plasterers' labourers	0.22½ "	9	"
Painters and glaziers	0.35 "	9	"
Plumbers	0.50 "	9	"
Steamfitters	0.50 "	9	"
Tinsmiths	0.30 "	9	"
Metal roofers	0.35 "	9	"
Blacksmiths	0.27½ "	9	"
Structural iron workers	0.37½ "	9	"
Ordinary labourers	0.17½ "	10	"
Driver, 1 horse and cart	0.35 "	10	"
" 2 horses and wagon	0.50 "	10	"

Addition, etc., library, Supreme Court Building, Ottawa, Ont.; names of contractors, Messrs. Doran & Devlin, Ottawa, Ont.; date of contract, October 17, 1906; amount of contract, $11,995.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages not less than :		
Carpenters	$ 0.25 per hour,	9 hrs	p. day
Joiners	0.25 "	9	"
Painters and glaziers	0.25 "	9	"
Bricklayers	0.45 "	9	"
Masons	0.45 "	9	"
Stonecutters	0.43 "	9	"
Plasterers	0.40 "	9	"
Lathers	1.50 per 1,000.		
Plumbers and steamfitters	0.30 per hour,	9 hrs	p. day
Sheet metal workers	0.25 "	9	"
Electricians	0.25 "	9	"
Builders' labourers	0.20 "	9	"
Ordinary labourers	1.65 per day	9	"
Driver 1, horse and cart	0.20 per hour,	10	"
" 2 horses & wagon	0.30 "	10	"

Department of Railways and Canals.

*Erection of Intercolonial Railway station at Shediac, N.B.; date of contract, September 8, 1906; amount of contract, $6,000.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 10 hours not less than :
Masons	$2.50
Stonecutters	3.00
Bricklayers	2.75
Builders' labourers	1.35
Carpenters	1.75
Painters	1.75
Plumbers and steamfitters	2.00
Blacksmiths	1.75
Sheet metal workers	1.75
Common labourers	1.25

Construction of a grain elevator at pier No. 2, Port Colborne Harbour, Welland Canal, Ont.; date of contract, October 8, 1906; amount of contract, $637,000.00.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of wages, not less than :
Foreman steel erection	$ 5.00 per day of 10 hours.
" electric'l work'rs	4.00 " 10 "
" concrete work	3.00 " 10 "
" millwright	4.00 " 10 "
Machinists	2.35 " 10 "
Millwrights	2.75 " 10 "
Steel assemblers	2.75 " 10 "
Rivetters	2.75 " 10 "
Electric wiremen	2.25 " 10 "
Carpenters	2.75 " 10 "
Painters	2.50 " 10 "
Lathers	0.03 per yard.
Plasterers	3.15 per day of 9 hours.
Ordinary labourers	1.75 " 10 "

Erection of station at Chaudière, Que., Intercolonial Railway; date of contract, October 8, 1906; amount of contract, $2.-130.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages per day of 10 hours, not less than :
Masons	$2.50.
Bricklayers	3.00.
Builders' laborers	1.50.
Carpenters	1.75.
Painters	1.75.
Common labourers	1.25.

Erection of an Intercolonial Railway freight shed at Iona, N.S.; date of contract, October 8, 1906; amount of contract, $599.00.

* Not included in September report.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, not less than :
Foremen	$2.25.
Carpenters	1.75.
Painters	1.75.
Labourers	1.35.

Remodelling of Intercolonial Railway station at Pictou, N.S.; date of contract, October 8, 1906; amount of contract, $975.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, not less than:
Carpenters	$1.75.
Common labourers	1.25.
Painters	1.75.
Plumbers	2.00.
Plasterers	2.50.
Bricklayers	3.00.
Masons	2.50.
Lathers	2,50.
Builders' labourers	1.50.

Erection of Intercolonial Railway planing mill at Moncton, N.B.; date of contract, October 8, 1906; amount of contract, $23,995.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages per day of 10 hours, not less than :
Carpenters	$1.75.
Concrete mixers	1.50.
Builders' labourers	1.50.
Masons	2.50.
Roofers	1.75.
Common laborers	1.35.
Bricklayers	3.00.
Painters and glaziers	2.00.
Structural iron workers	2.00.

Improvements at Drummondville, Que., I.C.Ry.; date of contract, October 10, 1906; amount of contract, $2,400.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages Per day of 10 Hours Not less than :
Foreman carpenters	$2.25
Carpenters	1.75
Painters	1.75
Labourers	1.25

To construct drain at Alberton, P.E.I., Ry.; date of contract, October 10, 1906; amount of contract, $990.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, not less than:
Stonemasons	$2.25 per day of 10 hrs.
Plumbers	2.00 " 9
Carpenters	1.50 " 10
Blacksmiths	1.50 " 10
Labourers	1.25 " 10

Construction of line of railway from St. Constant in the County of Laprairie and Napierville to a point at or near the International boundary line on the Delaware and Hudson Railway (Grand Trunk), 28 miles; date of sub-agreement, October 10, 1906; amount of subsidy granted, $3,200 per mile, not exceeding $6,400 per mile.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of Wages, per day of 10 Hours, Not less than:
Labourers	$1.50
Carpenters	2.00
Masons	3.00
Blacksmiths	2.00
Steam shovel engineer	2.00
" fireman	1.50
Quarryman	1.50
Rock drillers	1.50
Blasters	1.50
Choppers	1.50
Tracklayers	1.50
Driver, 1 horse and cart	2.00
" 2 horses and wagon	3.00
Contractor's loco engineer	2.00
" fireman	1.50

Erection of swing bridge over Holland River, Trent Canal; date of contract, October 12, 1906; amount of contract, $4,872.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 10 Hours Not less than:
Structural iron worker	$2.25
Riveters	2.25
Carpenters	2.25
Labourers	1.50
Painters	2.25
Masons	4.00
Stonecutters	3.60

Renewal of a portion of the east pier at Port Maitland, Ont., Welland Canal; date of contract, October 15, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE

Class of Labour.	Rate of Wages Not less than
Dredge engineer	$100.00 per month & board
" craneman	80.00 " "
" fireman	35.00 " "
Tug captain	90.00 " "
" engineer	65.00 " "
" fireman	35.00 " "
" deckhands	35.00 " "
Stationary engineer	2.25 a day of 10 hours
" fireman	1.67 " "
Blacksmiths	2.25 " "
" helpers	1.67 " "
Carpenters	2.25 " "
Labourers	1.67 " "
Driver, 1 horse and cart	2.25 " "
" 2 horses & wagon	3.50 " "
Drivers	3.00 " "

For the wiring of the Intercolonial Railway station at Antigonish, N.S.; date of contract, October 16, 1906; amount of contract, $415.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, Not less than:
Electrical foreman	$2.25
Wireman	1.75

Construct concrete superstructure for wooden piers at entrance of Murray Canal, and reinforced concrete bridges to span openings between piers; date of contract, October 20, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 10 hours Not less than:
Captain on tug	$90.00 per month
Engineer "	75.00 "
Fireman "	50.00 "
Deckhands	45.00 "
Scowman	45.00 "
Carpenters	2.00 per day
Driver, 1 horse and cart	2.25 "
" 2 horses and wagon	3.50 "
Common labourers	1.35 "

Supplying turning and operating gear for swing span of Hillsborough Bridge, P.E.I., P.E.I. Ry.; date of contract, October 23, 1906; amount of contract, $2,011.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages Per day of 10 hours Not less tean:
Machinist	$2.00
Painters	1.50
Carpenters	1.50
Labourers	1.25

Erection of paint shop, repair shop and office building for Intercolonial Railway at Moncton, N.B.; date of contract, October 29, 1906; amount of contract, $154,945.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 10 hours Not less than :
Timekeeper	$1.75
Concrete mixers	1.50
Bricklayers	3.00
Carpenters	1.75
Painters	2.00
Structural steel assemblers	2.00
Riveters	2.00
Roofers	1.75
Plumbers and steamfitters	2.00
File setters	2.00
Steel reinforcement setters	2.00
Blacksmiths	2.00
Common labourers	1.35
Builders' labourers	1.50
Driver, 1 horse and cart	2.00
" 2 horses and wagon	3.00

For extension of Railway Line at Actinolite, Ont.

FAIR WAGES SCHEDULE.

"The rates of wages to be paid for the different classes of Labour upon the work comprised in this contract shall be the current rates of wages for these respective classes of labour in the localities where and at the time when the work is being carried on."

To deliver two 10 wheel narrow gauge locomotives, P.E.I. Ry.; date of contract, October 8, 1906; amount of contract, $13,000 per locomotive.

FAIR WAGES SCHEDULE.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life of property, or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like rights in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Railways and Canals and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under said contract and the amounts so paid shall be deemed payments to the contractors.

Department of Marine and Fisheries.

The construction of a dredging pump and triple expansion engine for Dredge No. 15. The pump and engine to be constructed in Toronto, Ont.; date of contract, July 23, 1906; amount of contract, $14,500.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages Not less than :
Machinists	$0.25 per hour, 10 hours per day
" helpers	.15 " 10 "
Blacksmiths	.22½ " 10 "
" helpers	.15 " 10 "
Boilermakers	.25 " 10 "
" helpers	.15 " 10 "
Iron moulders	.27½ " 9 "
Pattern makers	.32½ " 9 "
Coremakers	.32½ " 9 "
Drill hands	.17½ " 10 "
Tool dands	.27½ " 10 "
General labourers	.15 " 10 "

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Order.	Amount of Order. $ c.
Making metal dating stamps and type and making other hand stamps and brass crown seals	822.12
Making and repairing rubber dating stamps and type; also other hand stamps	79,72
Supplying stamping material and wooden boxes and repairing stamping pads	311.95
Making post-office scales	16.00
Supplying mail bags	2,187.06
Repairing mail bags	855.68
Making and repairing mail locks and supplying mail bag fittings	3,242.30
Repairing portable letter boxes, railway mail clerks' tin travelling boxes and parcel receptacles	24.75
Making and repairing miscellaneous articles of postal stores	4.00
Making up and supplying articles of official uniform	311.50

OPPORTUNITIES OF EMPLOYMENT.

In order that skilled workmen and labourers may be made aware of opportunities of employment and the demand for labour in different parts of the Dominion, the *Labour Gazette* publishes herewith a statement of such opportunities of employment as have been furnished to the Department of Labour by employers, contractors and others. While exercising care and discrimination in the statements which it publishes, it is to be understood that the parties who have supplied the information are alone responsible for the accuracy of it, and that beyond publishing the same for the mutual benefit of employers and employees the Department assumes no responsibility in connection with the publication. The Department will be pleased to receive for publication from persons desirous of obtaining skilled or unskilled labour in connection with any industries or trades of the country, a statement of the nature and extent of their demand. Similarly, the Department will be pleased to receive and publish on behalf of persons out of employment, statements from labour unions or bodies of skilled or unskilled workmen of the nature and extent of the supply of labour available.

Parties desirous of profiting by the information contained in this article are requested to communicate direct with the persons concerned for further particulars, exact terms, etc., the purpose of the Department in publishing the information being solely that of making better known the demand and supply of labour.

Smelting.—In further reference to the scarcity of labour reported by the smelter department of the Hall Smelting and Mining Company situated at Nelson, B.C., with regard to which a statement was published in the September, 1906, issue of *The Labour Gazette.** communication was received from the company dated October 26, stating that the chief difficulty during the summer had been a lack of labour familiar with the use of tools required about a smelter and such as could be trained for furnace men. With winter approaching it was stated that men of this class were returning, and that no further stringency was expected for some months.

Manufacturing.— Allis-Chalmers, Bullock, Ltd., of Montreal, stated in a communication addressed to the Department that the working forces of the company had been rapidly increased during the past six months, and that first-class skilled workmen were in demand. When certain new extensions contemplated by the company are completed, employment, it was stated, will be available for about 250 additional men.

* Page 209.

IMMIGRATION AND COLONIZATION.

THE following official statements with regard to recent immigrant arrivals in Canada are published by courtesy of the Department of the Interior, Canada.

Recent Immigration Returns.

Immigration through ocean ports during August, 1906, declared for Canada, was as follows:—

IMMIGRATION BY OCEAN PORTS DURING AUGUST, 1906

	Male.	Female.	Children under 12.	Total
Immigrants	7,180	2,924	2,759	12,863
Returned Canadians	881	415	127	1,423
Tourists	410	175	41	626
Totals	8,471	3,514	2,927	14,912

A summary of immigration proper through ocean ports, declared for Canada during July-August, 1906-1905:—

IMMIGRATION BY OCEAN PORTS DURING JULY-AUGUST, 1906-1905.

	Male.	Female.	Children under 12.	Total
July, 1906	6,883	3,256	3,068	13,207
August, 1905	7,180	2,924	2,759	12,863
Total	14,063	6,180	5,827	26,070
Corresponding m'ths of 1905				16,387
Increase for 1906				9,683

The following is a statement of the immigration from the United States during July-August, 1906, as compared with the corresponding months of 1905:—

IMMIGRATION FROM THE UNITED STATES DURING JULY-AUGUST, 1906-1905.

Through Montreal, July-August, 1906	121
Through Winnipeg and outports, July-August, 1906	7,282
Customs entries, July-August, 1906	1,896
Total, 1906	9,299
Corresponding months of 1905	6,081
Increase for 1906	3,218

British Emigration Returns.

During the months ended August 31, 1906, and September 30, 1905, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

BRITISH EMIGRATION RETURNS.

NATIONALITY.	1906	1905
English	7,174	5,468
Scotch	2,147	1,461
Irish	410	412
Total of British origin	9,731	7,341
Foreign	2,829	2,139
Nationality not distinguished	.....	4
Total	12,560	9,484

For the nine months ending September 30, 1906, and September 30, 1905, the report was as follows:—

EMIGRATION FROM GREAT BRITAIN FOR THE NINE MONTHS ENDING SEPTEMBER 30, 1906-1905.

NATIONALITY.	1906	1905
English	78,933	58,022
Scotch	19,539	12.788
Irish	3,778	2,998
Total of British origin	102,250	73,808
Foreign	20,816	21,362
Nationality not distinguished	21	36
Total	123,087	95,206

Homestead Entries during September, 1906.

The following statement, published by courtesy of the Department of the Interior, Canada, shows the number of homestead entries made in September, 1906, compared with September, 1905:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF SEPTEMBER, 1906, COMPARED WITH SEPTEMBER, 1905.

Agency.	1906.	1905.	Increase.	Decrease.
Alameda	96	232	.....	136
Battleford	464	375	89	.....
Brandon	7	18	.....	11
Calgary	123	176	.....	53
Dauphin	24	26	.....	2
Edmonton	342	246	96	.....
Kamloops	1	5	.....	4
Lethbridge	177	92	85	.....
Minnedosa	12	14	.....	2
New Westminster	1	1	.....	.....
Prince Albert	121	148	.....	27
Regina	726	670	56	.....
Red Deer	207	159	48	.....
Winnipeg	64	43	21	.....
Yorkton	230	201	29	.....
Total	2,595	2,406	424	235

It will be seen that there has been a net increase in the number of homestead entries made in September, 1906, compared with September, 1905, of 189.

A statement of the homestead entries made during the first three months of the present, compared with the corresponding period of the last fiscal year, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES DURING JULY, AUGUST, SEPTEMBER, 1906 AND 1905.

MONTH	1906	1905	Increase
July	4,174	3,751	423
August	3,388	3,040	348
September	2,595	2,406	189
Total	10,157	9,187	960

Homestead Entries during the Fiscal Year, 1905-06.

The following is a statement of homestead entries made during the fiscal year ended June 30, 1906, compared with the corresponding period of the previous year.

HOMESTEAD ENTRIES DURING THE FISCAL YEARS ENDED JUNE 30, 1906 & 1905.

Agency.	Fiscal year 1906.	Fiscal year 1905.	Increase.	Decrease.
Alameda	2,346	1,627	719	.....
Battleford	7,365	3,610	3,755	.....
Brandon	162	306	.....	144
Calgary	2,067	2,155	.....	88
Dauphin	626	514	112	.....
Edmonton	4,584	2,899	1,685	.....
Kamloops	79	149	.....	70
Lethbridge	1,751	1,969	.....	218
Minnedosa	257	216	41	.....
New Westminster	29	38	.....	9
Prince Albert	1,888	2,136	.....	248
Regina	11,944	7,946	3,998	.....
Red Deer	3,861	2,115	1,746	.....
Winnipeg	761	671	90	.....
Yorkton	4,149	4,468	.....	319
Total	41,869	30,819	12,146	1,096
Net Increase				11,050

Representing in 1905. .. 77,550 Souls
" 1906. .. 105,420 "
Increase of 27,870 Souls.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, issued during the month of September, 1906, is as follows:—

STATEMENT SHOWING NATIONALITIES OF HOMESTEADERS DURING SEPTEMBER.

NATIONALITIES.	No. of Entries.
Canadians from Ontario	470
" Quebec	79
" Nova Scotia	24
" New Brunswick	12
" Prince Edward Island	6
" Manitoba	76
" Saskatchewan	56
" Alberta	39
" British Columbia	17
Persons who had previous entry	280
Newfoundlanders	
Canadians returned from the United States	62
Americans	768
English	331
Scotch	79
Irish	28
French	23
Belgians	5
Swiss	1
Italians	
Roumanians	9
Syrians	
Germans	40
Austro-Hungarians	93
Hollanders	
Danes (other than Icelanders)	3
Icelanders	10
Swedes	25
Norwegians	25
Russians (other than Mennonites and Doukhobors)	42
Mennonites	
Doukhobors	
Chinese	
Japanese	
Persians	1
Australians	
New Zealanders	
Total	2,595

Representing 6,667 souls.

Of a total of 830 entries made in September by persons coming from the United States to Canada, there were 137 each from North Dakota and from Minnesota, 85 from Iowa, 63 from Illinois, 47 from Michigan, 40 from the State of Washington, 37 from South Dakota, 32 from Kansas, 31 from Wisconsin, 28 from Montana, 23 from Nebraska and 20 each from Missouri and Ohio.

Nationalities of Homesteaders during Fiscal Year.

A statement showing the nationalities of homesteaders during the fiscal year 1905-06 is as follows:—

STATEMENT SHOWING NATIONALITIES OF HOMESTEADERS DURING FISCAL YEAR.

NATIONALITIES.	No. of Entries.
Canadians from Ontario	7,584
" Quebec	792
" Nova Scotia	248
" New Brunswick	245
" Prince Edward Island	176
" Manitoba	1,531
" Saskatchewan	479
" Alberta	393
" British Columbia	122
Persons who had previous entry	2,951
Newfoundlanders	17
Canadians returned from the United States	703
Americans	12,485
English	5,897
Scotch	1,557
Irish	543
French	317
Belgians	159
Swiss	56
Italians	14
Roumanians	65
Syrians	29
Germans	1,024
Austro-Hungarians	2,193
Hollanders	75
Danes (other than Icelanders)	109
Icelanders	170
Swedes	589
Norwegians	431
Russians (other than Mennonites and Doukhobors)	534
Mennonites	143
Doukhobors	7
Chinese	
Japanese	
Persians	1
Australians	14
New Zealanders	12
Canadians from Yukon	6
Turks	2
South African	2
Trinidad	1
Jamaica 1, Peru 1	2
Total	41,989

Representing 105,420 souls.

Homestead Entries by Persons coming from the United States.

A statement of the homestead entries made by persons coming from the United States during the fiscal year 1905-06, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES MADE BY PERSONS FROM UNITED STATES, 1905-06.

STATES.	No. of Entries.
Arizona	7
Alabama	2
Alaska	4
Arkansas	28
California	101
Carolina, North	8
Carolina, South	.....
Colorado	45
Columbia, District of	.....
Connecticut	19
Dakota, North	3,366
Dakota, South	468
Delaware	1
Florida	3
Georgia	1
Idaho	201
Illinois	570
Indiana	222
Indian Territory	46
Iowa	830
Kansas	263
Kentucky	12
Louisiana	2
Maine	39
Maryland	2
Massachnsetts	123
Michigan	635
Minnesota	2,990
Mississippi	7
Missouri	158
Montana	346
Nebraska	279
Nevada	8
New Hamsphire	8
New Jersey	9
New Mexico	23
New York	135
Ohio	255
Oklahoma	171
Oregon	210
Pennsylvania	93
Rhode Island	18
Tennessee	5
Texas	47
Utah	60
Vermont	19
Virginia	32
Washington	653
Wisconsin	634
Wyoming	30
	13,188

Lands Patented during September, 1906.

An abstract of letters patent, covering Dominion lands, situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued from the Department of the Interior during the month of September, 1906, is as follows:—

LANDS PATENTED DURING SEPTEMBER, 1906.

Nature of Grant.	No. of Patents	No. of Acres
British Columbia Homesteads	3	450.50
British Columbia Sales	4	271.65
Commutation grants	.....	.....
Homesteads	445	70,403.23
Military Bounty grants	1	160.00
Military Homesteads	1	320.00
Mineral Rights (19.17 acres)	1	.....
Northwest Half-breed Grants	33	7,167.49
Parish Sales	1	177.00
Quit Claim Special Grants (318.66 acres)	2	.....
Railways:		
Alberta Ry. & Coal Co.	1	160.00
Calgary and Edmonton Ry. Co., (Under Rights)	.....	.....
Canadian Northern Ry. Co.	4	1,150.00
Can. Pac. Ry. Grants	38	69,912.04
Can. Pac. Ry. Grants (Souris Branch)	35	87,483.40
Can. Pac. Ry. Grants (Souris Branch under Rights)	.....	.....
Can. Pac. Ry. roabed and station grounds	4	97.53
Man. Southwestern Col. Ry	.....	.....
Qu'Appelle, Long Lake and Sask. Rd. and Steamboat Co.	1	480.00
Sales	19	1,460.00
School Lands Sales	7	1,603.00
Special Grants	8	78.20
Yukon Territory Sales	.....	.....
Totals	608	241,374.56

In September, 1905, the number of patents issued was 802, covering an area of 312,215.61, showing a decrease during September, 1906, of 194 in the number of patents issued, and of 70,841.05 acres in the area patented.

Lands Patented during Fiscal Year.

A statement of Dominion lands patented during the fiscal year ending June, 30, 1906, compared with the fiscal year ending June 30, 1905, is as follows:—

LANDS PATENTED DURING YEARS 1904-05 and 1905-06.

No.	Nature of grant.	From July 1, 1905 to June 30, 1906.		From July 1, 1904 to June 30, 1905.	
		Patents	Acres	Patents.	Acres.
1	British Columbia Homesteads	57	8,397	61	9,225
2	British Columbia Sales	43	5,505	43	4,740
3	Coal Lands Sales	4	740		1,087
4	Commutation Grants	10	341		302
5	Homesteads	8,604	1,366,453	5,869	928,376
6	Hudson's Bay Co	22	24,105	6	14,352
7	Leases	.....	.....	1	230
8	Manitoba Act Grants	7	134		236
9	Military Bounty Grants	1	160		160
10	Military Homesteads	5	1,597	8	2,572
1	Mineral Rights (943 acres)	7	.....	27	6,151
12	Mining Lands Sales	10	1,318		51
13	Northwest Half-breed Grants	347	62,031	265	55,329
14	Parish Sales	19	1,653	18	2,104
15	Quit Claim Special Grants (1,760 acres)	11	.....	.....	.....
	Railways:				
16	Alberta Railway and Coal Co	.....	.....	7	5,601
17	Calgary and Edmonton Railway Co	8	2,215	188	194,343
18	Calgary and Edmonton Railway Co., (Under Rights, 1,088,334 acres)	829	.....	.....	.....
19	Canadian Northern Railway Co	101	21,248	109	26,580
20	Canadian Pacific Railway Co. Grants	700	1,432,573	829	3,723,470
21	Canadian Pacific Railway Grants (Souris Branch)	62	243,448	319	902,280
22	Canad. Pac. Ry (Souris Branch, Under Rights 245, 102 acres)	155	.....	.....	.....
23	Canadian Pacific Railway Nominees	.....	.....	1	129
24	Canadian Pacific Railway Roadbed and Station Grounds	12	895	15	296
25	Manitoba and Northwestern Railway Co	3	20,182	14	23,958
26	Manitoba Southwestern Colonization Railway Co	304	244,445	286	167,285
27	Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co	496	676,621	121	71,685
28	Sales	324	45,583	326	39,590
29	School Lands Sales	115	17,651	96	12,160
30	Special Grants	78	1,957	107	6,008
31	Yukon Territory Sales	46	1,928	74	1,054
32	Yukon Territory Specials	2	160	1	.....
	Totals	12,770	4,181,345	8,798	6,197,354

Land Sales of Companies.

The following is a statement of the farm land sales made by the Canada Northwest Land Company, Limited, during the month of September, 1906, compared with September, 1905, and also of the sales from the beginning of the calendar year to September 30, 1906, compared with the corresponding period of 1905:—

LAND SALES OF CANADA NORTHWEST LAND COMPANY.

	Acres.	Price Obtained.
September, 1906	3,002.52	$ 33,075.20
" 1905	15,780.84	122,585.45
Decrease 1906	12,778.32	$ 89,510.25
From Jany. 1 to Sept. 30, 1906	54,513.43	$ 528,609,92
" " 1905	104,332.09	690,051.89
Decrease, 1906	49,818.66	$ 161,441.97

* It was decided by the Canadian Pacific Railway Company to discontinue the publication of monthly land sales. The sales of the company will, in future, be published only in the annual report to the shareholders.

Notes.

A public meeting was held at Vancouver, B.C., at which the question of *Hindu immigration* was discussed.

The number of immigrants registering at the *Employment Bureau* of the Ontario Government during the past two months showed a large increase compared with 1905.

A delegation representing the Nova Scotia Press Association had an interview with the Hon. the Premier of the Province and presented a resolution favouring the establishment, under Government control, of a *Provincial Department of Publicity, Industry and Immigration,* with a view of inducing a desirable class of people to settle in the province.

It was announced that Mr. J. Bruce Walker had been appointed to take charge

of the offices in London formerly in charge of Mr. W. T. R. Preston. It is not the intention of the Department to appoint a Commissioner of Emigration with independent jurisdiction or responsibility in Great Britain. The London office will be managed as a department of the Immigration branch at Ottawa, in charge of an assistant to the Superintendent of Immigration.

It was stated that the *Topographical Surveys branch* of the Department of the Interior, Canada, had at the present time sixty-five parties in the field, between the Lake of the Woods and the Pacific Coast. Averaging thirteen or fourteen men for each party, about 900 men and as many horses are engaged in the work. A large proportion of the surveys are made under contract, at fixed rates per mile, the contractors paying the men and making other arrangements.

In the final report of the commission appointed in 1888 to carry out a scheme of colonization in Canada for crofters and cotters from Scotland, it was stated that funds to the amount of £13,120 had been furnished by the Imperial Parliament for the work, and that two parties had been sent out, viz.:—30 families of 183 persons to Killarney, Man., in 1888, and 49 families of 282 persons to Saltcoats, Sask., in 1889. It was stated that the settlement at Killarney, though meeting with difficulties at the start, had proved successful, but that the settlement at Saltcoats had been unsuccessful from the commencement.

EARLY CLOSING, CANADA, 1906.

THE Department presents herewith a tabular statement relating to early closing arrangements in force at different points throughout Canada, during the summer season of the present year. The information was obtained by means of a special investigation conducted by the Department, chiefly during the months of August and September. The sources from which the information was collected were, the correspondents to *The Labour Gazette*, resident in the several cities of the Dominion; secretaries of trade unions, excepting those manifestly unaffected by arrangements of this nature; and the clerks of municipalities having a population of over 2,000, or representatives of conditions in an important industry or section of territory. Some 1,150 secretaries of labour organizations, and 370 clerks of municipalities were applied to.

The points on which particular information was requested were as follows:—

1. The trades or callings particularly affected by early closing arrangements.
2. The Approximative number of employees affected.
3. The exact nature of the early closing arrangements in force among the several classes.
4. The extent to which early closing prevailed during the present season, compared with previous years.
5. Information of a special nature with regard to other points that might suggest themselves such as the existence of agreements, by-laws, etc.

Replies were received from all of the correspondents to *The Labour Gazette*, and from the secretaries of unions and clerks of municipalities, by provinces, as follows:—

Province	From secretaries of unions.	From clerks of municipalities.
Nova Scotia	11	24
Prince Edward Island	1	1
New Brunswick	9	8
Quebec	27	38
Ontario	120	87
Manitoba	6	15
Saskatchewan	2	8
Alberta	12	9
British Columbia	25	10
Yukon Territory	1	
Total	214	200

For information relating to particular localities or classes of employees the reader is referred to the accompanying tabular statement in which the material collected by the Department has been included in full detail. The arrangement of the material is by localities, alphabetically, under the headings of the several provinces from east to west.

It will be seen that retail clerks and barbers are the classes chiefly affected by special arrangements during the summer months, though in a number of localities manufacturing establishments close down one afternoon a week during one or more of the heated months. The building and other trades also work shorter hours in summer in a number of localities. Among clerks and barbers the Wednesday or Thursday half-holiday is the form of early closing which chiefly commends itself, where an earlier hour of closing on two or more days of the week does not obtain; among factory hands and outside workers the Saturday half-holiday is that most commonly adopted.

The department received returns from 374 localities in all. In 43 of these, no early closing arrangements were in force. In 14 of the localities, the arrangements were reported as having gone into effect for the first time in 1906. There were 4 instances reported of early closing arrangements being discontinued during 1906. In 151 cases conditions were reported unchanged from 1905.

TABLE SHOWING NATURE AND EXTENT OF EARLY CLOSING ARRANGEMENTS IN FORCE IN CANADA DURING 1906.

Locality.	Class of workpeople affected.	Approximate number of workpeople affected.	Nature of the early closing arrangement.	Extent of Movement as compared with last year or previous years.	Remarks.
NOVA SCOTIA*.					
Acadia Mines	Retail clerks	16	Stores close at 6.30 p.m. Wednesdays and Fridays throughout the year	Arrangement in force two years.	Barber shops, fruit and drug stores remain open till 9 p.m.
Amherst	Factory employees	2000	Saturday half-holiday during summer months		
Baddeck	Retail clerks	40	Stores close three hours earlier Mondays, Wednesdays and Fridays, Sept. 15, 1906 to April 30, 1907. After Jan. 1, 1907, stores will close every day at 6.	Same arrangement as last year	Arrangement works satisfactory.
Canso	Retail clerks	14	One store closes at 6 p.m. every night during January, February and March.	Arrangement was in force in 1904 and 1905	During summer months stores are open every night.
Dartmouth	Retail clerks	200	Stores close at 6 p.m. 4 days a week	Arrangement in force for five years past	
	Factory employees		Half-holiday Saturdays	Employees go to work 15 minutes before 7 a.m. every day and work till 12.20 on Saturdays	The general working day is 9 hrs
Digby	Retail clerks	100	Stores close Mondays, Wednesdays and Fridays at 6.30 p.m., all the year	Arrangement in force for 15 years.	
Glace Bay	Retail clerks	200	Stores close Tuesdays and Wednesdays at 6 p.m., all the year	Arrangement in force for some yrs.	
Halifax	Retail clerks		Stores close by by-law at 6.30 p.m., Tuesdays, Wednesdays and Thursdays†	Arrangement in force last year	
Springhill	Retail clerks	100	Stores close 4 evenings at 6 p.m., and Wednesdays at 12 (noon)		
Kentville	Retail clerks, railway clerks, factory employees		Same arrangements as last year	Arrangements have been in force for some years	
	Bank and office clerks		Saturday half-holiday		
Lunenburg	Retail clerks	100	Stores close three nights a week at 6 p.m.; during June, July and August they close every night	Arrangement in force several yrs.	Arrangement meets with general approval.
New Glasgow	Retail clerks	100	Stores close at 6 p.m. 3 nights a week	Arrangements in force about seven years	Restaurants, barbers, butchers and druggists do not close early.
Parrsboro	Retail clerks		Stores close 6 p.m. Mondays, Wednesdays and Fridays all the year	In force for some years	
Shelburne	Retail clerks		Stores close early three days during spring and summer months	In force in previous year	

* Reports to the effect that no early closing arrangements were in force were received from the following localities: Annapolis, Arichat, Barrington, Bridgetown, River Hebert, Louisburg, Oxford. † See Report 1905, issue of Labour Gazette, p. 554-5

Springhill	Retail clerks	100	Same arrangement as last year		
Stellarton	Retail clerks	27	Stores close 6 p.m. three days all year except during Christmas season	In force several years	
Stewiake	Retail clerks	15	Stores close 6 p.m. Wednesdays and Fridays	In force two years	Arrangement meets with approval
Sydney	Mill hands	95	Mills close at 5 p.m. Saturdays		
	Retail clerks		Stores close 6 p.m. two days. Co-operative stores have also a weekly half-holiday. Dominion stores close early three nights a week	In force two years	
Truro	Retail clerks	200	Stores close 6 p.m. Mondays, Wednesdays and Fridays	In force last year	Mill hands (400) and mechanics (200) work 9 hours on Saturdays
Westville	Retail clerks	25	Stores close 6 p.m. three days, except when days fall on pay-day in mines		
Windsor	Retail clerks		Stores close at 6 p.m., four days		By mutual agreement among storekeepers.
Wolfville	Retail clerks	20	Dry goods and grocery stores close 6 p.m. three days a week in winter and two days in summer		Arrangement works satisfactorily
Yarmouth	Retail clerks		Stores close 12.30 p.m. Fridays, Ju.-Sept.	In force four years	
PRINCE EDWARD ISLAND					
Charlottetown	Retail clerks		One dry goods store closed at noon Mondays; wholesale grocers closed at 1 p.m. Saturdays		
	Barbers		Shops close at 8 p.m. except Wednesdays and Saturdays.		
	Laborers	12	Saturday half-holiday Ju. 15-Oct. 1	In force three years	
	Railway clerks and car-shop employees	120	Shops close Saturdays at 4 p.m.	In force 33 years	
	Printers		One newspaper office closed at 1 p.m. Saturdays		
Georgetown	Retail clerks	15	Stores close 7.30 p.m. and on Saturdays at 9 p.m. Ju. 15-Sept. 15	In force several years	In other months stores close at 8 p.m., by mutual agreement.
ummerside			Same arrangements as last year*		
NEW BRUNSWICK.—					
Bathurst	Retail clerks	65	Stores close 6 p.m. Wednesdays and Fridays during summer		
Campbellton	Retail clerks	100	Stores close 6 p.m. Mondays, Wednesdays and Fridays	In force about 10 years	By mutual agreement. An early closing by-law passed by the council was declared *ultra vires* by a local magistrate.
Chatham			Arrangements same as last year*		
Fredericton	Retail clerks		Stores close at 6 p.m throughout the year. One retail establishment gave a Thursday half-holiday during July and August		
	Factory employees		Some establishments closed at noon Saturdays		

* See Labour Gazette for November, 1905, p. 556.

TABLE SHOWING NATURE AND EXTENT OF EARLY CLOSING ARRANGEMENTS IN FORCE IN CANADA DURING 1906.—(Continued).

Locality.	Class of workpeople affected.	Approximate number of workpeople affected.	Nature of the early closing arrangement.	Extent of Movement as compared with last year or previous years.	Remarks.
Milltown			Arrangements same as last year*		
Moncton	Retail clerks		Stores close 6 p.m. Tuesdays, Wednesdays and Thursdays, except I.C.R. pay-nights, through the year. Hardware stores employing 200 clerks closed Saturday afternoons during June, July and August	No change from last year	
	Printers	70	Saturday half-holiday throughout year.	In force several years :	
Sackville	Retail clerks	30	Stores close three nights at 6 p.m. May 1-Dec. 1	In force several years	
Shediac	Retail clerks	60	Stores close 6 p.m. Mondays, Wednesdays and Fridays and at 8 p.m. Tuesdays, Thursdays and Saturdays all the year	In force in 1905	
St. John	Retail clerks		Saturday half-holiday June, July and August, in hardware and wholesale liquor stores	In force last year	
	Printers and bookbinders		Saturday half-holiday May 1-Oct. 31.	,, ,,	
	Woodworkers		Saturday half-holiday during summer	In force for several years	
St. Stephen			Same arrangement as last year*		
Woodstock*					
QUEBEC‡:—					
Arthabaska	Retail clerks	40	Stores close 6 p.m. Tuesdays and Fridays.		
Beauharnois	Factory hands	500	Factories closed at 1 p.m. Saturdays, May-Oct.'	In force several years	
Buckingham	Retail clerks	25	Stores close 6 p.m. three nights, Jan. 1-Dec. 1.		
Chicoutimi	Retail clerks	50	Stores close at 8 p.m., except on Saturdays, April-Nov.		
	Barbers '	12	Shops close 6 p.m. Mondays and 7 p.m. Thursdays; at 9 p.m. on other days except Saturdays		By mutual arrangement.
Coaticook*					
Danville	Retail clerks	90	Stores close 6 p.m. Mondays, Wednesdays and Fridays throughout the year.	In force several years	
	Barbers '	5			
Drummondville	Retail clerks	15	Stores close 7 p.m., Tuesdays and Thursdays throughout the year	In force two years	
Fraserville	Retail clerks		A uniform arrangement throughout the year by mutual agreement	In force four years	
Granby			Same arrangement as last year*		

* See Labour Gazette for November, 1905, p. 556.

‡ Reports to the effect that no early closing arrangements were in force were received from the following localities: Actonvale, Berthier, Chambly Canton, De Lorimier, Farnham, Gatineau Point, La Prairie, Longueuil, Maisonneuve, Montmagny, New Liverpool, Nicolet, Lauzon, Roberval, St. Agathe, St. Columban de Sillery, Rimouski, St. Jerome, St. Lambert, St. Raymond, Tadousac, Truro, Verdun, and Westmount.

Hull	Retail clerks		Stores close by by-law at 7 p.m. Tuesdays and Fridays, throughout the year, except during Christmas holidays. One store closes three nights at 6 p.m.		
Huntington	Retail clerks	25	Stores close 6 p.m. Tuesdays and Fridays.	In force three years	By mutual agreement. Arrangement works satisfactorily.
Joliette	Retail clerks	69	Arrangements same as last year*		
Lachute	Retail clerks	50	Stores close 6 p.m. two nights weekly, during summer		
Lennoxville	Retail clerks	30	Stores close 6 p.m. two nights weekly, during summer	In force four years	
Magog	Retail clerks	100	Stores close early Tuesdays and Thursdays throughout the year	In force in previous year.	
Maniwaki	Retail clerks	50	Stores close 6 p.m. 4 days, May-Sept. 30.	Stores closed 3 nights weekly last year	Arrangement works satisfactorily.
Megantic	Retail clerks		Stores close early Tuesdays and Thursdays, Ju.-Sept. 30.	Not in force previous to 1906.	
Montreal§	Retail clerks		Arrangements same as last year*		
	Metal polishers and brass workers, wood workers		Many shops close Saturdays at noon, during summer		
	Stationary engineers (C.P.R.)		Saturday half-holiday, May 1.-Oct. 1	In force two years.	
Quebec			Same arrangements as last year*		
Richmond			" " " "		
St. Johns	Employees Singer Mfg. Co.	700	Saturday half-holiday		
	Employees of Trenton Pottery Co.	82	Shops close at 4 p.m. Saturdays		
	Wholesale flour store	20	Store closes noon Saturday, Jy. and Aug.		
	Retail clerks	40	Store closes 6 p.m. Tuesdays and Thursdays	In force 15 years.	
Sherbrooke			Same arrangements as last year*		
Stanstead Plain			" " " "		
Thetford Mines	Retail clerks	35	Store closes 8 p.m. every day except Saturdays, all the year	In force three years	
	Barbers	15	Shops close 6 p.m. Mondays		Miners not affected.
Three Rivers	Retail clerks		Dry goods and boot and shoe stores close 6 p.m. Tuesdays, Wednesdays and Thursdays; hardware stores at 8 p.m. every evening and grocery stores at 7 p.m. on Tuesdays and Thursdays		
Waterloo	Retail clerks	20	Stores close 6 p.m. Tuesdays and Thursdays		Early closing is not general and there is lack of united action
Windsor Mills			Same arrangements as last year		
ONTARIO*.—					
Acton	Retail clerks	350	Stores close 6 p.m. Mondays, Tuesdays Thursdays	In force several years.	
			Shops close Saturday afternoons	In force several years.	
	Glove makers		Shops close 5 p.m. Saturdays; time made up on other days	In force several years.	
	Tanners				

* See labour Gazette for November, 1905, p. 557.

§ Reports were received from the secretaries of the following unions stating that no early closing arrangement was in effect; bridgemen and structural iron workers, iron moulders; carpenters; news boys; plasterers; tailors and leather workers. For statement re early closing by-law see Labour Gazette for March, 1905, p. 920. See also under heading "Changes in Wages and Hours" in opening article of present issue.

* See Labour Gazette for November, 1905, p. 559.

† Reports to the effect that no early closing arrangement were in force were received from the following localities:—Aurora, Barriefield, Blenheim. Chatham, Coteau Landing, Embro, English, Millbank, Mitchell, Newboro, Port Perry and Port Stanley.

TABLE SHOWING NATURE AND EXTENT OF EARLY CLOSING ARRANGEMENTS IN FORCE IN CANADA DURING 1906—*Continued.*

Locality.	Class of workpeople affected.	Approximate number of work people affected.	Nature of the early closing arrangement	Extent of Movement as compared with last year or previous years.	Remarks.
Ailsa Craig	Retail clerks, barbers, tailors, printers, jewelers, butchers, etc'	57	Stores close 7 p.m., except Wednesdays Saturdays, and days preceding holidays, and during last half of Decem. Bakers and confectionery stores excepted	In force since April, 1904	By by-law. Dry goods stores close at 6 p.m. by voluntary agreement. By-law is well observed.
Alexandria					
Almonte	Retail Clerk	28	Dry Goods stores close at 7 p.m., except Mondays and Saturdays throughout the year	In force last year.	
,,	Barbers'	8	Shops close 6 p.m. Mondays and Thursdays throughout the year		
Amherstburg	Retail clerks		Stores close 6 p.m. Tuesdays and Thursdays all year '	In force three years.	
Aylmer	Retail clerks	30	Dry Goods and boot and shoe stores close 6.30 p.m. except on Saturdays		
Arnprior*					
Barrie	Retail clerks		Shops, except barbers and druggists, close 6 p.m. all year, except Saturdays. During July and Aug. stores closed at noon Wednesdays	Wednesday half-holiday, adopted for first time this year.	
,,	Factory employees*				
Beamsville	Retail clerks	61	Two stores close 6 p.m. except on Saturdays, Wednesdays and days preceding holidays	In force three years	By mutual agreement.
Beaverton	Retail clerks	61	Stores close 6 p.m. Tuesdays and Fridays, throughout the year	In force since 1903	Efforts to extend arrangement recently failed.
Belleville			Same arrangements as last year*		
Berlin	Retail clerks and barbers		,, ,, ,, ,, *		
,,	Iron workers, machinists, engineers, etc	110	Saturday half-holiday, July and August		
,,	Woodworking and furnishing trades	900	Saturday half-holiday, June, July and August		
,,	Printing trades	28	,, ,, ,, July and Aug.		
,,	Garment makers, glove makers	85	,, ,, ,, ,,		
,,	Shirt makers, rubber workers, boot and shoe workers'	730	,, ,, ,, July. and Aug.		
	Leather workers	115	,, ,, ,, July and Aug.		

* See Labour Gazette for November, 1905, p. 559.

Bowmanville			Same arrangements as last year*		
Bracebridge			" " " "		
Brantford	Bricklayers and helpers	60	Saturday half-holiday, July and Aug.	See statement published in Labour Gazette for November, 1905, p. 559-560.	
Brockville	Retail clerks	300	Wednesday half-holiday, July and Aug.	In force 5 years.	
"	Factory employees	600	Saturday half-holiday, July and Aug	" " "	
Bruce Mines	Retail clerks	18	Stores close 6 p.m. three nights per week all year	In force in previous year	
Burlington	Retail clerks		Stores close 8 p.m., except Saturdays during summer		Trade with farmers is done chiefly in evening.
Cardinal					Stores closed early during summer of 1904 and 1905. Arrangement discontinued owing to inconveinence caused to farmers who trade chiefly in evenings
Carleton Place	Retail clerks		Stores close 6 p.m. Mondays, Wednesdays and Fridays throughout year. Dry goods stores during summer close every night except Tuesdays and Saturdays at 6		
"	C. P. R. shop employees		Saturday half-holiday during summer	In force several years.	
"	Stovemounters		" " " "	In force several years.	
Cayuga	Retail clerks		One general store closes 6 p.m. 3 nights all the year		
Chesley	Retail clerks, tailors and dressmakers	50	Stores and shops close 6 p.m. Mondays, Wednesdays and Fridays throughout the year		
Cobourg	Retail clerks	100	Dry goods stores close 6 p.m.; hardware, grocery and fruit stores at 7.30 p.m.	In force about one year	Under by-law.
	Barbers		Shops close 8 p.m.		
Collingwood	Retail clerks		Stores close 7 p.m. during summer		No general arrangement in force.
"	Tailors		Weekly half-holiday during summer		
"	Office employees'		" " " "		
"	Shipyard employees	500	Saturday half-holiday, Jy., Aug. and Sep.		
Copper Cliff	Retail clerks	50	Stores close 6.30 p.m., Mondays, Wednesdays and Fridays	In force four years.	
Cornwall*					
Deseronto	Retail clerks	77	Wednesday half-holiday during July and August by mutual agreement. Stores close at 7 p.m., except Mondays and Saturdays, and during Christmas season, under by-law	By-law was passed in 1888.	
Dresden	Retail clerks	48	Dry goods, grocery, boot and shoe, gents' furnishing and millinery stores close under by-law at 6 p.m., Mondays, Wednesdays and Fridays, except before holidays		

* See Labour Gazette for November, 1905, p. 559.

TABLE SHOWING NATURE AND EXTENT OF EARLY CLOSING ARRANGEMENTS IN FORCE IN CANADA DURING 1906—*Continued.*

Locality.	Class of workpeople affected.	Approximate number of workpeople affected.	Nature of the early closing arrangements	Extent of Movement as compared with last year or previous years.	Remarks.
Dundas*	Moulders	300	Saturday half-holiday		
Dunnville	Retail clerks		Three dry goods stores close at 7 p.m. during summer		By mutual agreement. An early closing by-law passed in 1888 was repealed last year.
Durham	Retail clerks	100	Stores close 6 p.m., except Wednesdays and Saturdays	Under by-law passed several years ago.	
Elmira	Retail clerks	29	Stores close 6.30 p.m., except before holidays	In force since Aug., 1905.	
,,	Woodworkers		Saturday half-holiday, May 1 Sept. 1		
,,	Felt workers		Every alternate Saturday afternoon off, during summer		
Elora	Retail clerks	25	Stores close 6 p.m., except Saturdays		An unsuccessful attempt was made to obtain a weekly half-holiday during summer.
,,	Factory employees	125	Saturday half-holiday, July and August		
Essex	Retail clerks	47	Stores close 6 p.m. Tuesdays and Fridays; 8 p.m., Mondays, Wednesdays and Thursdays; and 10 p.m. Saturdays, throughout the year' During July and Aug. stores close 6 p.m., except Saturdays'	Summer arrangement made this year for first time. Other arrangement in force several yrs.	Summer arrangement caused some complaint from farmers.
Exeter	Retail clerks		Stores close 6.30 p.m., except Saturdays all the year	Arrangement was in force for summer months only previous to 1906	By mutual agreement. Arrangement generally observed except in a few small stores.
Fort William			Arrangements same as in 1905*		
Galt	Retail clerks		Stores close 6 p.m., except Saturdays		A request for a weekly half-holiday during July and Aug., was refused.
,,	Barbers		Stores close 8 p.m., except Saturdays	Since 1902.	
Glencoe	Retail clerks		Three stores close 7 p.m., 4 nights a week		An early closing by-law was passed April 7, 1902, but is not operative.
Goderich	Retail clerks	60	Stores close 6 p.m., except Saturdays and before Holidays	In force for two years	By mutual agreement
Guelph*					
Hamilton					

* See Labour Gazette for November, 1905, p. 561-563.

Havelock	Retail clerks	40	Stores close 6 p.m., Mondays, Wednesdays and Fridays all year. Wednesday half-holiday during July and Aug.		Arrangement works very satisfactorily.
Hespeler*					
Huntsville	Retail clerks		Stores close 6 p.m., except on Saturdays and before holidays, throughout year	In force several years	Under municipal by-law.
Kemptville	Retail clerks	40	Stores close 7 p.m. three nights per week Jan. 1–Dec. 1	In force 5 years	Under municipal by-law.
Kincardine	Retail clerks		Stores close 6.30 p.m., July–Sept. Stores close 10 p.m. Saturdays under by-law.		By mutual agreement.
Kingsville	Retail clerks	30	Stores close 6 p.m. Tuesdays and Thursdays, throughout the year	In force several years	Arrangement works satisfactorily.
Kingston	Retail clerks	125	Dry goods, clothing, boot and shoe and gents' furnishing stores closed at 5 p.m. instead of 6 p.m. during July and Aug. others at 6.30 p.m.		
	Barbers		Shops close at 8 p.m., except Saturdays.		
Lancaster	Retail clerks	15	Stores close 7 p.m. Tuesdays and Fridays throughout the year	Under by-law passed June, 1903.	
Listowel	Retail clerks	50	Stores close 6 p.m., except Saturdays during six months of the year	In force ten years.	
	Mechanics	75	Saturday half-holiday during summer	" " "	
Lindsay	Retail clerks	243	Dry goods, boot and shoe, jewellery, stationery and hardware stores close 7 p.m., except Saturdays throughout year under by-law. Dry goods stores, by agreement, close 5 p.m. July and August, except Saturdays		
	Factory hands		Several factories close 5 p.m. during hot weather	In force several years.	
London*					
Mattawa					By mutual agreement.
Madoc	Retail clerks		Stores close at 7 p.m., except Saturdays.		An early-closing by-law was passed in 1902, but was repealed in 1903, having proved unsatisfactory.
Meaford*					
Merrilton	Retail clerks	16	Wednesday half-holiday, July and Aug.		
Midland	Retail clerks		Stores close 6 p.m., Mondays, Tuesdays and Fridays and at noon Wednesdays during summer months		
Milton					Wednesday half-holiday in force July 1–Sept. 1 last year was discontinued owing to inconvenience caused to farmers.
Mount Forest*	Retail clerks	50	Stores close 6 p.m., except Wednesdays and Saturdays	In force for several years	By mutual agreement.

* See Labour Gazette for November, 1905. p. 561. † In North End. ‡ In South End.

TABLE SHOWING NATURE AND EXTENT OF EARLY CLOSING ARRANGEMENTS IN FORCE IN CANADA DURING 1906—*Continued.*

Locality.	Class of workpeople affected.	Approximate number of workpeople affected.	Nature of the Early closing Arrangement	Extent of Movement as compared with last year or previous years.	Remarks.
"	Factory employees	65	One establishment closes Saturday afternoons		
Napanee			Same arrangement as last year*		
Newmarket*					
Niagara Falls	Barbers	13	Wednesday half-holiday during summer.		By mutual agreement.
"	Retail clerks	17	Stores close 7 p.m., 4 nights, during summer		
"	Retail clerks	11	Stores close 6.30 p.m. 4 nights, during July and August		
North Bay	Retail clerks	90	Stores close 7 p.m., except before holidays and during Christmas week	In force since 1902	Under by-law. Arrangement now works satisfactorily.
Oil Springs	Retail clerks	12	Stores close 7 p.m., except Wednesdays and Saturdays.		
Orangeville	Retail clerks		Stores close 6 p.m., except Wednesdays and Saturdays'	In force several years	Under by-law.
Oshawa	Retail clerks		Wednesday half-holiday during August.		
"	Lawyers clerks		Offices close two afternoons weekly, July and August		
"	Factory employees		Saturday half-day		
Ottawa	Retail clerks	600	Stores close 6 p.m., except Saturdays. Dry goods, hardware, jewellery, clothing, piano and other stores closed Saturday afternoons during July and August		
"	Real estate office employees	30	Saturday half-day during Jly. and Aug.		
"	Barbers	200	Stores close 8 p.m., except Saturdays and before holidays	Under by-law passed Jly. 3, 1906.	Maximum penalty for violation is $50.
	Employees in building trades, founderies, factories, printing and binding, leather working and banknote establishments	3500	Saturday half-holiday during July and August		
Parry Sound'					
Paisley	Retail clerks	15	Stores close 6.30 p.m. 5 days, May 1–September 30		By mutual arrangement.
Palmerston	Retail clerks	50	Stores close 6 p.m., except Wednesdays, Saturdays and during Christmas season	In force several years.	
Pembroke*'					
Penetanguishene*					

* See Labour Gazette for November, 1905, p. 564-5.

Perth*					
Peterborough*	Retail clerks		Thursday half-holiday, July and August. Drug stores close 7 p.m., June, July and August, except Saturdays and before holidays		
	Barbers		Weekly half-holiday during Jly. and Aug.		
	Moulders		Saturday half-holiday in one shop during summer		
Picton*					
Port Arthur	Retail clerks, barbers	50	Stores close 6.30 p.m., except Saturday and before holidays, Jan. 1-Mar. 1, and May 1-Nov. 1, under by-law. Dry goods stores close at 6 p.m. by mutual agreement	In force since 1904.	
Port Hope	Retail clerks		Wednesday half-holiday, Jly. and Aug.		
Port Elgin	Retail clerks	75	Stores close 7 p.m., except Saturdays, all the year	In force for several years.	
Preston*					
Renfrew			Arrangement same as last year*		
Ridgetown*					
Rockland	Retail clerks	20	Stores close 6 p.m. Tuesdays and Fridays.	In force this year for first time	Under by-law.
St. Catherines	Retail clerks	360	Wednesday half-holiday, Ju. Jy. and Aug.		
	Employees in paper-making, carbide, electrical supplies, metal and desk, axe and edged tools, saw, engine, agriculture implement, and other establishments		Saturday half-holiday		
	Barbers'		Hours of closing regulated by by-law of the union		
St. Mary's*					
St. Thomas*			Same arrangements as last year*		
Sarnia	Retail clerks	100	Stores close 6.30 p.m., except Saturdays and on Wednesdays afternoon, July and August. One dry goods store, employing 20 hands, closes Friday afternoons all the year	In force several years '	Under by-law
	Barbers'		Shops close 6 p.m. Mondays and Thursdays; other nights, except Saturdays, at 8 p.m.		
Sault St. Marie	Retail clerks and office employees"	125	Weekly half-holiday		
Seaforth	Retail clerks	100	Stores close 7 p.m., except Saturdays and before holidays	In force several years.	
Simcoe	Retail clerks	100	Thursday half-holiday, July and Aug.	In force previously.	
Shelburne'	Retail clerks	40	Stores close 6 p.m., except Wednesdays and Saturdays and before holidays	In force for several years	Arrangement worked satisfactorily
Smith's Falls†	Retail clerks	100	Stores closed 6 p.m. except Saturdays.	In force since 1898'	Under by-law.
Stayner	Retail clerks		Stores close 6 p.m. on alternate nights of week	In force previously	By mutual arrangement.

† Frost & Wood's concern which last year closed down on Saturday afternoon did not continue arrangement this year owing to destruction of plant by fire and activity of rebuilding.

* See Labour Gazette for November, 1906, p. 565.

TABLE SHOWING NATURE AND EXTENT OF EARLY CLOSING ARRANGEMENTS IN FORCE IN CANADA DURING 1906.—*Continued.*

Locality.	Class of workpeople affected.	Approximate number of workpeople affected.	Nature of the early closing arrangement	Extent of Movement as compared with last year or previous years	Remarks.
Stouffville	Retail clerks		Stores close 7 p.m. on Mondays, Wednesdays and Fridays	In force previously.	
Strathroy*					
Stratford	Machinists		Saturday half-holiday	In force for several years.	
	Barbers		Shops close 8 p.m., except Saturdays	In force for five years.	
	Retail clerks	206	Weekly half-holiday	In force for first time this year.	By mutual agreement.
Southampton	Retail clerks	65	Stores, except restaurants, fruit and ice cream saloons and bakeries, close at 6.30 p.m., except on Saturdays from April to Oct. each year	In force previously	Under by-law.
Sudbury*					
Tara	Retail clerks	15	Stores close 6.30 p.m., except Wednesdays and Saturdays	In force for several years	Under by-law.
Thamesville	Retail clerks		Stores close early 3 nights a week		
Thessalon	Retail clerks	2	Stores close 6 p.m. 4 times per week		
Tilbury	Retail clerks	150	Stores close 7 p.m., except Wednesdays and Saturdays	In force for first time this year.	
Thorold	Retail clerks	23	Wednesday half-holiday, July and Aug.	In force for first time this year.	By mutual agreement.
	Factory hands	100	Saturday half holiday all the year	In force previously.	
Toronto			General nature of arrangements same as in 1905*	In force previously.	
Tweed	Retail clerks	4	Stores close early Mondays, Wednesdays and Fridaysi	In force two years	Under by-law.
Wabigoon					No arrangement in force.
Walkerton	Factory hands	285	Saturday half-holiday July and August.	In force several years	By mutual agreement.
Watford	Retail clerks	50	Stores close 7 p.m. except Saturdays	In force five years	Much appreciated by clerks.
Waterloo	Ironmoulders		Saturday half-holiday all the year	In force four years.	
Welland	Retail clerks	65	Wednesday half-holiday July and Aug.	In force from July 1, 1906	By mutual agreement.
	Machinists and moulders	100	Wednesday half holiday, July, August and September	In force four years.	
Whitby	Retail clerks	25	Same arrangement as last year		
Windsor	Retail clerks	300	Same arrangement as last year		
	Plumbers and steamfitters	25	,, ,, ,, ,,		
	Seed factory	20	,, ,, ,, ,,		
	Office employees		,, ,, ,, ,,		
	Carpenters		,, ,, ,, ,,		
Wingham	Retail clerks	110	Stores close 7 p.m. except Saturdays, and in December	In force since 1899	Under by-law.
Woodstock	Retail clerks	265	Thursday half-holiday, July and Aug.	In force previously	By mutual agreement.
	Office employees	125	,, ,, ,,	,, ,,	,, ,,
	Barbers	35	,, ,, ,,	,, ,,	,, ,,
	Factory employees	300	Saturday half-holiday July and August	,, ,,	,, ,,

*See November, 1905, issue of Labour Gazette, pages 567-8.

MANITOBA.—					
Boissevain	Retail clerks		Stores close 6 p.m., except Saturdays or preceding holidays all the year	In force three years	
Brandon	Retail clerks	425	Stores close 6 p.m., except Saturdays all year; during July and August stores close Thursday afternoons	In force several years	By mutual agreement.
	Office employees	315	Saturday half-holiday July and August.	,, ,, ,,	
Carberry	Retail clerks	50	Early closing during summer months	In force till October 1 this year instead of Sept. 15	Under by-law.
Carman	Retail clerks	60	Stores close 7 p.m., except Saturdays, Jan. 1 to Oct. 1	In force three years.	
Dauphin	Retail clerks	200	Stores close 6.30 p.m., except Saturdays and before holidays Apr. 1-Sept. 1		Under by-law.
Deloraine	Retail clerks	25	Stores close 7 p.m., except Saturdays and before holidays and during harvest months		By mutual agreement.
Elkhorn	Retail clerks, blacksmiths and carpenters.	14	Stores and shops, except druggist, tobacco, etc., close 6.30 p.m., except Saturdays and before holidays, Jan. 1-Sept. 1	In force for first time this year.	Under by-law. Arrangement was said to work satisfactorily.
Emerson	Retail clerks		Stores close 6 p.m., except Saturdays in summer	In force previously	
Gladstone	Retail clerks	35	Stores close 6 p.m., 10 p.m., on Saturdays, all the year	In force for first time this year	By mutual agreement. Arrangement was said to work well.
Gretna	Retail clerks		Stores close 7 p.m., June, July and Aug.	In force for several years	Arrangement was said to work satisfactorily.
Hartney	Retail clerks	15	Groceries, boot and shoe stores, dry goods, gents' furnishings, furniture and jewellers' stores close at fixed hour	In force since Nov., 1905	Under by-law.
Minnedosa	Retail clerks and office employees	200	Stores and offices close at 7 p.m.	In force for 10 years	Under by-law.
Neepawa	Retail clerks	200	Stores close 6 p.m., all the year	In force several years.	
Portage la Prairie	Retail clerks		Stores close 6 p.m., except before holidays	In force several years	Under by-law.
Rathwell	Retail clerks	6	Stores close 7 p.m., except Saturdays, June, July, first half of August, December, Jan. Feb. and March	In force several years	Under by-law.
Treherne	Retail clerks	6	,, ,, ,, ,,		
Virden	Retail clerks	40	Stores close 6 p.m., except Saturdays and before holidays	In force since 1902.	
Winnipeg	Employees of C.N.R. and C.P.R. shops	100	Saturday half-holiday, April 1-Oct. 1	In force several years.	
	Machinists		Saturday half-holiday, April 1-Sept. 30.	In force since 1903.	
	Sheet metal workers	125	Saturday half-holiday, June, July	In force since 1905.	
SASKATCHEWAN.—					
Indian Head	Retail clerks		Stores close 6 p.m., except Saturdays	In force since 1902.	
Moose Jaw	Machinists	40	Saturday half-holiday, Apr.-Oct.	In force several years.	
	Printers	14	Saturday half-holiday in summer, time made up on other days	In force for first time this year	By mutual agreement.

TABLE SHOWING NATURE AND EXTENT OF EARLY CLOSING ARRANGEMENTS IN FORCE IN CANADA DURING 1906—(Continued.)

Locality.	Class of workpeople affected.	Approximate number of workpeople affected.	Nature of the early closing arrangement.	Extent of movement as compared with last year or previous years.	Remarks.
	Retail clerks	500	Wednesday half-holiday, June, July and August		Arrangement worked well.
Oxbow	Retail and wholesale clerks	25	Stores close 7 p.m., except Saturdays and before holidays	In force since May 8, 1905	Under by-law.
Prince Albert	Retail clerks	200	Stores close 6.30 p.m., except Saturdays and before holidays	In force several years	Under by-law.
Regina	Barbers		Shops close 8 p.m., evcept Saturdays	In force previously.	
Rosthern	Retail clerks	50	Stores close 7 p.m., April 1 Sept. 1	In force for three years	By mutual agreement.
Sintaluta	Retail clerks		Stores close 7 p.m. May, June, Jly. Aug.	In force for two years.	
Yorkton	Retail clerks	50	Stores close 6.30 p.m., except Saturdays and before holidays	In force since 1904.	
ALBERTA.—					
Arthabaska Landing					No arrangement in force.
Blairmore	Retail clerks		Wednesday half-holiday		
Bellevue	Retail clerks		,, ,,		
Calgary	Plumbers	30	Saturday half-holiday, May October	In force previously .	
	Retail clerks	200	Stores close Wednesdays at 1 p.m., July and August	In force for first time this year	Under by-law.
Coleman	Retail clerks		Wednesday half-holiday	In force previously	
Edmonton			All stores except fruit and confectionery, close 6.30 p.m., except Saturdays	In force previously	By mutual agreement; by-law previously in force quashed.
Frank	Retail clerks	20	Wednesday half-holiday	In force previously	Arrangement very satisfactory.
Gleichen	Retail clerks	12	Stores close 6.30 p.m., except Wednesand Saturdays	In force for first time this year.	
Lethbridge	Retail clerks		Stores close 6 p.m., except Saturday		
	Office employees		Saturday afternoon during summer	In force for first time this year.	
Macleod	Wholesale and retail clerks		Stores close 6 p.m., except Saturdays and day before holidays	In force since April 22, 1901	Under by-law.
Medicine Hat					
Red Deer	Retail clerks	25	Stores close 6 p.m., except Saturdays	In force for two years.	
Strathcona	Retail clerks	150	Stores close 6.30 p.m., except Saturdays and day before holidays	In force previously.	
Wetaskiwin	Retail clerks		Stores close 6.30 p.m., except Saturday	In force since 1902.	
BRITISH COLUMBIA.—					
Agassiz					No arrangem nt in force.
Ainsworth					No arrangement in force.
Alberni	Retail clerks		Thursday half-holiday	In force several years.	By mutual agreement.
Ashcroft	Retail clerks and blacksmiths	21	Stores close 6 p.m. three nights a week	In force previously	Arrangement yerv satisfactory.
Atlin					No arrangement in force.
Cranbrook	Retail clerks		Stores close 6 p.m., except Wednesdays and Saturdays	In force several years	

Fernie	Retail clerks	100	Wednesday half-holiday	In force previously	By mutual agreement.
Greenwood	Retail clerks	50	Stores close 6 p.m., except Saturdays and 3 pay-days coming on 5, 10 and 15th of each month	In force since Aug. 1, 1906.	
Kamloops	Retail clerks and office employees"	200	Stores close 6 p.m., except Saturdays	In force previously	Arrangement has worked very satisfactorily.
Kash	Retail clerks	50	Stores close 6 p.m. except last 15 days in December, and on Saturdays and before holidays	In force several years	Under by-law.
Ladysmith	Retail clerks		Thursday half-holiday in summer	In force for first time this year.	By mutual agreement.
Moyile					No arrangement in force.
Nanaimo	Retail clerks		Thursday half-holiday all the year	In force for first time this year	By mutual agreement.
Nelson	Retail clerks		Thursday half-holid. June, July and Aug.	In force for first time this year.	
	Cigarmakers	7	Thursday half-holiday July and August.	In force previously	Voluntary concession.
New Westminster	Retail clerks	65	Wednesday half-holiday, June July and	In force previously	
Revelstoke	Retail clerks	50	Wednesday half-holiday June, July and Aug.	In force for first time this year.	By mutual agreement.
					No arrangement in force.
	Sheetmetal worker	35	Saturday half-holiday iin summer	In force previously.	
	Pattern makers	22	Saturday half-holiday	" "	
	Plumbers	5e	Saturday half-holiday	In force previously.	
Vernon	Retail clerks and office employees	50	Wednesday half.holiday, June, July August and September	In force several years.	
Victoria	Retail clerks and delivery employees"	629	Wednesday half-holiday, July, August and September	In force for first time this year.	By mutual agreement.
	Barbers	32	Shops close at 7.30 instead of 8 p.m. on first five days of week in summer	In force previously.	
	Painters	90	Saturday half-holiday, June, July, Aug. and September	In force previously.	
Ymir	Retail clerks	4	Wednesday half–holiday in summer	In force for first time this year.	By mutual agreement.

*See November, 1905, issûe of Labour Gazette, pages 567-8.

TRADE DISPUTES DURING THE MONTH OF OCTOBER.

THERE was a large decrease in the number of trade disputes in existence in Canada during October compared with the previous month. The number of work people affected was also greatly decreased, but there was little change in the loss of working days.

Number and magnitude.—The total number of disputes in existence during October was 12, compared with 29 in September and 11 in October, 1905. There were 3 establishments and 88 employees directly affected by new disputes of the month. Including the disputes which commenced prior to October 1, there were in all 43 establishments and 4,516 employees affected directly or indirectly by trade disputes.

Loss of time in working days.—The loss of time to employees through trade disputes during October was approximately 87,920 working days, compared with 96,860 in September and 9,750 in October, 1905.

Trades affected by new disputes.—The following trades were affected by new disputes during the month:—

Trades	Number of Disputes
Mining	1
Leather Trades	1
Miscellaneous Trades	1
Total	3

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces:—

Province	Number of Disputes
Quebec	1
Ontario	1
Alberta	1
Total	3

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause	Number of Disputes
Employment of certain employee	2
Refusal of Company to sign agreement	1
Total	3

Methods of settlement.—Of the 12 disputes in existence during October, 5 were terminated, leaving 7 unsettled at the end of the month. Four disputes were settled by negotiations between the parties concerned, and in one, the dispute was terminated without negotiations.

Results of the disputes.—Of the 5 disputes which terminated during the month, the employers were successful in 2 cases and the employees in 1. One dispute was settled by compromise and the result of the remaining dispute was indefinite.

Disputes Commenced Prior to the Beginning of the Month.

The disputes which comenced prior to October 1 and which were still in existence in that month were strikes of sawmill hands at Buckingham, Que., coal miners, at Lethbridge, Alta., Frank, Alta., and Fernie and Michel, B.C., building trades at Calgary, Alta., iron moulders at Hamilton, piano workers at Toronto, Ont., cigarmakers at Winnipeg, Man., and freight-handlers at Fort William and Port Arthur, Ont. A brief account of these disputes is given below.

Strike of Saw Mill Hands at Buckingham, Que.

A strike of employees of the James McLaren Company at Buckingham, Que., which began on September 12, continued throughout October without any definite settlement being reached, but it was reported in the press, however, that on October 24, the mills were opened as usual and that a few of the strikers had returned upon the old terms. It was also reported that all the strikers had obtained work in the course of the month.

On October 8, the company attempted to bring down some logs with the help of men working under the protection of police and detectives. A large number of strikers gathered with the object of preventing this work from proceeding, and being opposed by the police and detectives, a serious riot occurred, in which 2 strikers were

killed and 3 were seriously injured. One detective was fatally injured and 3 were seriously injured. About eight or nine others were less seriously injured. Immediately after this disturbance, the mayor of Buckingham applied to Ottawa for military protection, having obtained the necessary signatures of two magistrates to his application. A force of militia was immediately dispatched to Buckingham and remained there for a few days, when it was replaced by members of the regular force from the garrison at St. Johns, Que. No further disturbances occurred during the dispute. An inquest was conducted on the bodies of the victims of the riot, and on October 31, the coroner's jury brought in the following verdict on the cause of the death of the two strikers:—

"We, the undersigned jurors, declare that we find that Thomas Belanger and Francois Theriault came to their death in the town of Buckingham, in the district of Ottawa, on the 8th of October, 1906, being killed in the course of a riot by Frank Kierman, John C. Cummings, both of Buckingham; Pierre Picard, of the city of Montreal; Roy Engram, presently in the town of Buckingham; F. W. Warner, presently dead, and the other constables, shooting at them, in such circumstances, that they should be sent before the Criminal Court. We find that Albert MacLaren and Alex. MacLaren, both of Buckingham, are guilty of their death in bringing in these men, and should ge before the Criminal Court. We also find that Adelard Hamelin, Hilaire Charette, Louis Landry, Jean-Baptiste Clement, Colbert Bastien, George Robinson Croteau, all of the town of Buckingham, and many others, are guilty in that they accompanied those men in this assault in which they met their death, and should be sent before the Criminal Court. We also find that Dr. Rodrigue, of Buckingham, is more guilty than any of the other magistrates in the town, in that he anticipated serious trouble and neglected to do his duty, and that he, too, should go before the Criminal Court. Two jurors do not agree, M. Goulet and J. Hamelin."

Strike of Coal Miners at Lethbridge, Alta.

The strike of coal miners at Lethbridge, Alta, which began on March 9, continued throughout the month, no settlement having been reached. It was reported by the Miners' Union that not more than 150 men were working in the mines, compared with a total of 595 before the dispute, and that only about 300 tons of coal per day were being hoisted, amounting to about one-quarter of the average output under normal conditions. A large number of the strikers were still in Lethbridge, receiving aid from the union. The situation continued practically the same as in the previous month, no negotations having been commenced.

Disputes of Coal Miners at Frank, Alta.

A dispute between 75 coal miners and the Hill Crest Coal and Coke Company at Frank, Alta., which took place on September 22, was terminated on October 6, when arrangements were made at a conference between the men and the company, and the work of developing the mine was continued. According to a report received from the company, the manager addressed the employees of the company on September 15, a few days before the dispute, when he claimed that the hard and fast rules laid down by the union should not be, and were never intended by its originators to be, applied to a prospect at the stage of development reached by his property, and that if applied, they intended to kill the efforts of the prospector and developer of mines. He also claimed that the company never objected to pay the union scale of wages nor to carry out the spirit and intent of unionism, namely, a fair day's wage for a fair day's work. Another demand of the men was for the continuation of the contract system, but it was stated by the manager that the property was not yet in a position for contract work. It had been found by the company, that, under the contract system, the size and quality of the coal was sacrificed by the excessive use of powder and for this reason the system was abolished and the miners were paid by the day.

TABLE OF TRADE DISPUTES DURING THE MONTH OF OCTOBER.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.		Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH											
Lumbering— Sawmill hands	Buckingham, Que	Demand for increase in wages	1		350				Sept. 12	Oct. 24	Operations of mill resumed, and strikers secured work.
Mining— Coal miners	Lethbridge, Alta.	Demand for increase in wages and other changes	1		500				Mar. 9		No settlement reported at end of month.
Coal miners	Fernie and Michel, B.C.	Refusal to work with non-union men	1		1,500		100		Sept. 22		No settlement reported at end of month.
Coal miners	Frank, Alta.	Refusal of Company to grant higher wages, and to continue contract system of payment	1		75				" 22	Oct. 6	Agreement reached.
Building Trades— Building trades	Calgary, Alta.	Demand of carpenters for increase in wages	24		400				" 15	" 5	Agreement signed, dispute of carpenters referred to a permanent board of arbitration.
Metal Trades— Iron moulders	Hamilton, Ont.	Demand for increase in wages and union shop	1		43				Aug. 29		No settlement reported at end of month.
Woodworking Trades Piano workers	Toronto, Ont.	Demand for increase in wages, closed shop, regulation of apprenticeship system and abolition of contract system	8		600				Sept. 1		No settlement reported at end of month.
Food and Tobacco Preparation— Cigarmakers	Winnipeg, Man.	Disagreement regarding bill of prices	1		10				" 20		No settlement reported at end of month.
Transport Freight handlers	Fort William and Port Arthur, Ont	Demand for increase in wages	2		750				" 29	Oct. 4	Increase of 2½ cents per hr granted.

DISPUTES WHICH BEGAN DURING THE MONTH

Mining—									
Coal miners.....	Taber, Alta.	Refusal of Company to sign an agreement.....	1	.....	30	.....	..... Oct. 8	" 11	Agreement signed for one year.
Leather Trades—									
Trunk workers.....	Montreal, Que....	Refusal of Co. to discharge a man in arrears for union dues.....	1	.....	24	.....	..... " 25	.....	No settlement reported at end of month.
Miscellaneous Trades									
Rubber workers.....	Toronto, Ont.....	Objection to a new foreman.....	1	.....	31	3	..... " 23	.....	No settlement reported at end of month.

"Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where, after the declaration of a strike, some of the original strikers have returned to work or have had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention, moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

Strike of Coal Miners at Fernie, B.C.

A strike of employees of the Crow's Nest Pass Coal Company at Fernie and Michel, B.C., which began on September 22, on account of the refusal of the men to work with non-unionists, continued throughout the month. On October 1, the strike extended from Fernie to Michel and the number of strikers was increased from 800 to 1,500. An appeal was made by the strikers to Mr. John Mitchell, President of the United Mine Workers of America, and a representative of the International Executive arrived at Fernie at the close of the month for the purpose of bringing about a settlement. Negotiations with the company were re-opened but were not concluded in October. This strike seriously affected the smelting industry in British Columbia which depends upon the mines of the Crow's Nest Pass Coal Company for their fuel. About October 20, the Trail smelter was closed down and it was reported that about 100 men were thrown out of employment. The smelter company kept as many of their employees working as they could on repairs and improvements. The mining industry in British Columbia was also seriously affected by this dispute. In the course of the month, a number of the coal miners and others who were idle on account of the strike secured work in lumber camps.

Strike in the Building Trades at Calgary, Alta.

The strike in the building trades at Calgary, Alta., which began on September 12, owing to the refusal of the employers to grant a demand of the carpenters for an increase in wages from 35 cents to 45 cents per hour, was terminated on October 5, when the following agreement was signed by the Builders' Exchange and the Building Trade Council:—

"That the Builders' Exchange and the Building Trades Council appoint three representatives each to form a permanent board of arbitration within a week to settle all the present and future disputes in connection with the building trades, and that both parties abide by the decision of the

above mentioned arbitration board, and that all trades return to work at once, and that in the event of the arbitration board granting carpenters an immediate increase in wages the said increase shall date from the time that the men return to work."

The Arbitration Board, after holding six meetings, completed their work on October 25. The evidence taken amounted to no less than 24 pages of typewriting, giving cost of living in Calgary, cost of tools, expense of keeping tools in repair and also taking into consideration wages in the cities of Winnipeg, Edmonton, Vancouver, and various other points, as well as the numerous contracts incompleted and the short notice given to the contractors for increase in wages. The following decision was unanimously arrived at:—

"That the minimum carpenters' wages from now to the 1st of January, 1907, be 35 cents per hour and from the 1st of January, 1907, to the 1st of July, the minimum wage be $3.50 per day of nine hours; from the 1st of July, 1907, for the balance of the year, the minimum wage will be $3.70 per day of nine hours, and that there shall be no discrimination against non-union and union men by either parties."

The board also decided to meet annually the first week in January to consider and adjust any differences between all building trades and contractors, and in future all disputes to come before the Arbitration Board must be submitted three months previous to January 1.

Strike of Plumbers at Winnipeg, Man.

It was reported that the strike of plumbers at Winnipeg, Man., which began on July 3 on account of the refusal of the employers to grant a demand of an increase in wages, an eight hour day and union shops, continued in effect throughout the month. The employers, however, claimed in September that they had sufficient men to carry on the work in hand.

Strike of Builders' Labourers at Edmonton, Alta.

A report was received with regard to a strike of builders' labourers at Edmonton, Alta., which began on September 18 and was terminated on September 21, in which it was stated that 20 firms and 275 employees were affected by it. An account of the cause and result of this dispute is given in the October number of *The Labour Gazette*.

Strike of Brass Moulders at Montreal, Que.

A report was received from the Robert Mitchell Company of Montreal, Que., with reference to a strike of 17 brass moulders in their foundry, which began on August 16. It was alleged by the company that these men went out without any instruction from their union and were ordered back, but, so far, had refused to return. The company further stated that their factory was upset for about a month after the strike, but that they had engaged a new staff of workmen and the work was going on as usual. The cause of this dispute was the refusal of the men to work with a suspended member of the union.

Strike of Iron Moulders at Hamilton, Ont.

No settlement was reported with regard to a strike of 43 iron moulders of the Canadian Iron Foundry Company at Hamilton, Ont., which began on August 29. This dispute originally arose from a demand for an increase in wages from $2.65 to $2.75 per day, but it developed into an effort on the part of the strikers to obtain a closed or union shop.

Strike of Piano Workers at Toronto, Ont.

A strike of piano workers which went into effect on September 1, continued throughout the month. Eight firms and 600 men were originally directly affected by the dispute. During September and October, many of the strikers obtained work elsewhere. It was reported that a number of men who had taken the places of strikers stopped work during the month.

The cause of the dispute was the refusal of the employers to sign an agreement involving closed shops, the abolition of the contract system of work, the regulation of the apprenticeship system and an increase amounting to about 15 per cent in wages.

Strike of Cigarmakers at Winnipeg, Man.

With regard to a strike of ten cigarmakers at Winnipeg, Man., which began on September 20, no settlement was reported during the month. Two firms and 30 employees were originally affected by this dispute, but one firm having reached a settlement in September, only 10 men were affected by it during October.

Strike of Freight Handlers, at Fort William and Port Arthur, Ont.

The strike of freight-handlers at Fort William and Port Arthur, Ont., which began on September 29, was terminated on October 4. The strike was first declared by 450 employees of the Canadian Pacific Railway Company at Fort William and on the following day they were joined by 300 employees of the Canadian Northern Railway Company at Port Arthur, making a total of 750 men affected. The strikers had been receiving 17½ cents per hour for each day, except on Sundays when they received 20 cents per hour, which was also the rate for night work. In addition, the companies had agreed to pay a bonus of 2½ cents per hour at the end of the season to all men who had worked continuously. The men demanded 25 cents per hour for day work and 30 cents per hour for Sunday and night work. After the men had been out for a few days, during which the shipping at these points was tied up by the strike, the companies offered 22½ cents per hour for day work and 25 cents per hour for Sunday and night work, without the bonus. This offer was accepted and work was resumed on October 4. The strikers did not belong to any trade organization.

Strike of Street Railway Employees at Levis, Que.

According to a report received from the Levis County Railway Company, a strike of their employees which began on September 26, was terminated on September 28 by the employment of new men to take the places of strikers. The company claimed that, since that date, the regular service had been maintained and on October 2, all the employees were local men and would be retained in their places. The company alleged that the cause of the dispute was the discharge of four men for unsatisfactory conduct. The majority of the conductors and motormen, to the number of 40, who had recently joined the National Union No. 2 of Motormen and Conductors, decided to stop work upon the refusal of the company to reinstate these 4 men.

New Disputes.

The new disputes of the month were strikes of coal miners at Taber, Alta., trunk workers at Montreal, Que., and rubber workers at Toronto, Ont.

Strike of Coal Miners at Taber, Alta.

On October 8, a strike of 30 coal miners employed by the Domestic Coal Company took place at Taber, Alta. The cause of the disptue was the refusal of the company to sign an agreement presented by the United Mine Workers of America. On October 11, a settlement was affected, the company having signed the agreement. Similar agreements, to be in force for one year, were also signed by the Canada West Coal and Coke Company and the Consolidated Coal Company, of Taber, Alta.

Strike of Trunk Workers at Montreal, Que.

On October 25, 24 employees of Messrs. McLeod, Hawthorne & Co., trunk makers, of Montreal, Que., declared a strike which continued throughout the month. According to the company, the cause of the dispute was their refusal to discharge a man who was in arrears for his dues to the union. The company claims that they do not and never did recognize a trade union.

Strike of Rubber Workers at Toronto, Ont.

On October 23, a strike of the employees of the Dunlop Tire and Rubber Goods Company took place at Toronto, Ont., and

continued throughout the rest of the month. It was reported by the company that 31 men and 3 female workers were affected by the dispute. The company stated that, as far as they could learn, the strikers objected to too close inspection of their work by an expert engaged for that purpose whom they designated as an alien but who claims to be a Canadian. The company claimed that he was engaged upon a personal application at the factory. It was alleged by the strikers that the foreman had introduced new regulations to which they objected and that the firm had lately imported a number of aliens in contravention to the Alien Labour Law.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF OCTOBER, 1906.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in the loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 295 individual work people in Canada during the month of October, 1906, were reported to the Department of Labour. Of these, 93 were fatal and 202 resulted in serious injuries. In addition, accidents to 9 workmen, of which 2 were fatal, were reported as having taken place prior to the beginning of the month, information not having been received before October. The number of fatal accidents reported in October, 1906, was 3 in excess of the previous month and 13 less than in October, 1905. The non-fatal accidents numbered 10 less than in September, 1906, and 27 less than in October, 1905.

Of 169 returns received during the month, giving the ages of the victims of industrial accidents, 27 referred to persons under twenty-one years of age, 27 to persons between twenty-one and forty-five and 7 to persons over forty-five; 108 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and groups of trades:—

Trade or Industry.	Killed.	Injured.	Total.
Agriculture	23	15	38
Fishing and Hunting	1	.....	1
Lumbering	4	5	9
Mining	8	13	21
Building trades	7	27	34
Metal trades	6	37	43
Woodworking trades	.....	8	8
Printing and allied trades	.....	1	1
Clothing trades	1	.....	1
Textile trades	.....	3	3
Food and tobacco preparation	1	6	7
Railway service	19	27	46
Navigation	9	5	14
General transport	7	20	27
Civic employees	.....	3	3
Miscellaneous	3	13	16
Unskilled labour	4	16	20
Total	93	202	295

Nature of fatalities and accidents.

The chief disasters of the month were the suffocation of two workers by gas while digging a well near Regina, Sask., and the death of two cement company's employees at Point Ann, near Belleville, Ont., through a premature explosion of dynamite.

Asphyxiation near Regina, Sask.

While at the bottom of a well, engaged in repairing the same, on October 1, a workman was suffocated by gas. His companion seeing that he did not return to the surface went down to investigate and was also overcome, both being dead when discovered.

Dynamite explosion near Belleville, Ont.

On October 20 two employees of the Belleville Portland Cement Company at Point Ann, Ont., three miles from Belleville, were engaged loading blast holes with dynamite. It is thought that in ram-

ming the dynamite down, the percussion cap was struck, causing an explosion which instantly killed the two workmen.

Record by trades and industries.

Agriculture.—Twenty-three fatal accidents occurred in this industry during October, being 6 more than in the preceding month and 7 more than in October, 1905. Seven farmers were killed by falls, 6 by being struck by engines or cars, 2 by being asphyxiated by gas while well digging, 3 by falling material, 2 by live stock, and 1 each by being stung to death by hornets, by contact with machinery and by drowning. The serious accidents numbered 15, 6 of which were caused by machinery, 5 by falls, 3 by live stock and 1 by falling material.

Fishing and hunting.—The death by drowning of a fisherman on Lake Winnipeg, Man., was the only accident reported in this group during October.

Lumbering.—There were 4 killed and 5 seriously injured during October, 1906. In the previous month there were 5 killed and 2 injured, and in October, 1905, 11 killed and 16 injured. A falling tree killed one logger, machinery another, a third was drowned and a tallyman at Truro, N.S., was killed by being struck by a train. Three of the minor accidents were caused by machinery, 1 by a tree falling, and 1 by a fall from a lumber pile.

Mining.—During October, 1906, 8 workmen were killed and 13 injured in this group. In September, the record was 10 killed and 11 injured, and in October, 1906, 1 killed and 5 injured. Of the deaths, 2 were due to machinery, 2 to falling material, 2 to explosions, 1 to a fall and 1 to being struck by cars. Five were seriously injured by falling material, 4 by explosions, 3 by falls, 3 by being struck by cars and 1 by machinery.

Building trades.—Seven were killed and 27 injured in these trades during October, compared with 3 killed and 20 injured in the previous month and 2 killed and 30 injured in October, 1906. Six of the deaths were caused by falls and 1 by being run over by an engine. Twenty-one workmen were seriously injured by falls, 2 by falling material, 2 by machinery, 1 by being run over by a car, and 1 by gas in a trench.

Metal trades.—Six fatal and 37 non-fatal accidents occurred among these trades during October, 1906. In September, there were 3 fatal and 35 non-fatal accidents, and in October of last year 8 workmen were killed and 36 injured. Of the 6 fatalities, 2 were due to electrocution, 1 to machinery, and 1 to a fall. Two workmen were found dead at their work from undetermined causes. Machinery was responsible for 19 non-fatal accidents, falling material for 8, and explosions for 2.

Woodworking trades.—There were 8 non-fatal accidents during October, 11 during the previous month and 1 fatal and 16 non-fatal accidents in October, 1905. All of the accidents were caused by machinery.

Printing and allied trades.—Among these crafts there was only 1 minor accident in October, a pressman at Ottawa, Ont., having his hand and arm crushed in a press. In the preceding month there was also only 1 minor accident and 2 in October of last year.

Clothing trades.—During October a tailor at Winnipeg, Man., received a severe bruising by being jammed between an elevator and a landing. In September last there was 1 fatality and 3 injured in this group and in October, 1905, 1 fatality and 1 injured.

Textile trades.—Three non-fatal mishaps occurred among these workers during October. Last month 4 were injured and during October, 1905, I workmen was injured. The 3 other accidents were due to machinery.

Food and tobacco preparation.—In October one workman was killed and 6 injured, compared with 4 injured in September and 1 killed and 10 injured in October a year ago. A heavy girder fell on the head of an elevator hand at Fort William, Ont., killing him instantly. Five of the other accidents were caused by machinery, and 1 by the explosion of a steam pipe.

Railway service.—Nineteen railway employees met death through accident and 27 were more or less seriously injured during

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF OCTOBER, 1906.

Trade or industry.	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Agriculture—						
Farmer	Regina, Sask.	Oct. 1	2			Suffocated by gas in well.
"	Lethbridge, B.C.	" 4	1			Horse fell on him.
"	Kemptville, Ont.	" 5	1			While digging well heavy stone fell on him.
"	Windsor, Ont.	" 8	1			Fell into well, drowned.
"	Chatham, Ont.	" 6	1			Stung to death by hornets.
"	Goderich, Ont.	" 9	1			Load of lumber fell on him.
"	Gads Hill, Ont.	" 10		1	Hip joint broken	In a runaway.
"	Hampton, N.B.	" 10	1			Struck by engine at crossing.
"	St. Maxime de Scott, Que.	" 9	1			do
"	Marsh, N.S.	" 14	1			do
"	Yarmouth Centre, N.B.	" 16	1			do
"	Kirkfield, Ont.	" 18	1			Fell out of a vehicle in inundated lands and
"	Wheatley, Ont.	" ..	1			Thrown from vehicle in runaway. [drowned.
"	Berthierville, Que.	" 25		1	Spine fractured	Fell from vehicle under horses' feet.
"	Southampton, N.S.	" 22		1	Collar bone and rib broken.	Gored by a bull.
"	Arkell, Ont.	" 8		1	Arm broken	By fall.
"	Lorette, Que.	" 15	1			Fell off vehicle, broke spine.
"	St. Bazil, Que.	" ..	1			Heavy stone fell on him.
Farm hand	Snellgrove, Ont.	" 4		1	Skull fractured	Caught in belting of thresher.
" "	Rock Island, Que.	" 2		1	Arm lacerated	Caught in ensilage cutter.
" "	Rosthern, Sask.	" 11		1	Leg broken	Caught in hay presser.
" "	Georgina Tp., Ont.	" 17		1	Loss of eyesight.	Explosion of threshing engine.
" "	Niagara Falls, Ont.	" 22		1	Leg broken	By falling material.
Farmer's son	Atwood, Ont.	" 3		1	Internal injuries	Thrown from horse-back.
"	Memramcook, N.B.	" 1	1			His team struck by train.
"	South Williamstown, N.S.	" 5	1			While dipping water to drown hive of bees fell
"	Stratford, Ont.	" 3		1	Head injured	Caught in thresher. [in and was drowned.
"	Sutton, Que.	" 20		1	Arm mangled.	Caught in root cutter.
"	Harrison, Ont.	" 22	1			Crushed against manger by horse
"	Lower Cove, N.B.	" 19		1	Thigh broken	Run over by "sloven".
Farmer's wife	Wingham, Ont.	" 26		1	Two ribs broken	In runaway.
"	Veyner, Ont.	" 25	1			In runaway,
Cattle dealer	Toronto, Ont.	" 2		1	Concussion of brain.	Collision between his vehicle and street car.
Milk dealer	Amherst, N.S.	" 15	1			Fell off load of hay.
Grain Elevator hand	London, Ont.	" 15	1		Internal injury	Elevator broke, fell 30 ft.
Thresher	Oakville, Ont.	" 16	1			Run over by traction engine.
"	Portage la Prairie	" 16	1			Run over by threshing machine.
Fishing and hunting—						
Fisherman	Lake Winnipeg, Man.	" 4	1			Drowned, boat upset.
Lumbering—						
Logger	Nairn, Ont.	" 4	1			Tree fell on him.
"	Sevogle River, N.B.	" 12	1			Drowned.
"	Cardigan, N.B.	" 20		1	Leg broken	Tree fell on it.
Edger man	New Westminster, B.C.	" 9		1		Struck by wood from saw.
Saw mill hand	South Wellington, B.C.	" 17	1			Caught in machinery.
"	Milford, N.B.	" 8		1	Hand lacerated.	By circular saw.
"	St. Mary's, N.B.	" 20		1	Two fingers amputated	do

Tallyman	Truro, N.S.	Oct.	10	1			Struck by engine.
Lumber piler	Hull, Que	"	24		1	Concussion of brain	Fell off lumber pile.
Mining—							
Miner	Sydney, N.S.	"	2		1	Foot crushed	By fall of coal.
"	Thetford Mines, Que	"	3		1	Skull fractured	Fell 50 ft in mine.
"	Glace Bay, N.S.	"	5		1	Foot crushed	Runover by box of coal.
"	Asbestos, Que	"	15	1			Fell down shaft, 60 ft.
"	Sydney Mines, N.S.	"	17		1	Internal injuries	Struck by top of cars.
"	Eustis, Que	"	18		1	Head injured	Fell from trestle into pit.
"	Glace Bay, N.S.	"	19	1			Caught bet. steam shovel and water tank.
"	Sydney Mines, N.S.	"	20		1	Head injured	By fall of splint.
"	"	"	22		1	Legs badly cut	Entangled in wire rope.
"	"	"	23		1	Internal injuries	Fell 30 ft in mine.
"	"	"	25		1	Artery in temple cut	By fall of stone.
"	"	"	26		1	Foot badly crushed	Box of coal fell on it.
"	Nanaimo, B.C.	"	1		1	Arm and leg broken	By fall of rock.
"	"	"	22		1	Internal injuries	Car of coal run over him.
"	"	"	25	1			Fall of roof coal.
"	Cumberland, B.C.	"	20		1	Face and hands burnt	Accidental ignition of powder.
Driver in mine	Glace Bay, N.S.	"	15	1			By fall of roof coal.
"	Sydney, N.S.	"	19	1			Caught bet. engine and platform.
"	"	"	21	1			By runaway in mine.
Blaster	Perth, Ont.	"	15		1	Loss of hand	Explosion of dynamite.
"	"	"	15		1	Probable loss of eye	" "
"	Point Ann, Ont.	"	21	2			" "
"	Brockville, Ont.	"	22		1	Loss of hand	" "
Building Trades—							
Carpenter	Elmira, Ont.	"	8		1	Leg broken	Partition fell on it.
"	Brantford, Ont.	"	15	1			Fell from scaffold, 25 ft.
"	St. Thomas, Ont.	"	20		1	Arms and head injured	Fell from roof, 20 ft.
"	Hamilton, Ont.	"	22	1			Run over by engine.
"	London, Ont.	"	20		1	Internal injuries	Fell from roof, 40 ft.
"	Montreal, Que.	"	23		1	Foot badly cut	By glancing of axe.
"	Quebec, Que.	"	12		1	Seriously hurt	Fell 30 ft.
"	Toronto Junc., Ont.	"	22		1	Head badly cut	Fell 40 ft.
"	Toronto, Ont.	"	22		1	Contusions	Fell over side of stairway.
"	"	"	26		1	Foot injured	Pierced by large nail.
"	Guelph, Ont.	"	11	1			Collapse of scaffold.
"	"	"	11		1	Body badly injured	" "
"	"	"	11		1	Head cut	" "
"	Montreal, Que.	"	27		1	Skull fractured	Fell from scaffold.
Painter	Hamilton, Ont.	"	3		1	Leg broken	Fell from a ladder.
"	Toronto, Ont.	"	16	1			Fell from window, 40 ft.
"	"	"	22		1	Arm broken	Fell from ladder.
"	Fenelon Falls, Ont.	"	10		1	Loss of leg	Run over by car.
"	St. John, N.B.	"	1	1			Fell from 3rd storey.
"	Hamilton, Ont.	"	9		1	Internal injuries	Fell through skylight.
Roofer	Burford, Ont.	"	2		1	Leg and rib broken	Scaffold broke.
"	"	"	2		1	Head cut	"
"	Brantford, Ont.	"	4		1	Leg broken	" fell 20 ft.
"	"	"	4		1	Head badly bruised	" "
"	Guelph, Ont.	"	12		2	Spine injured	"
"	"	"	12		1	Painfully bruised	"
Builders' labourer	Toronto, Ont.	"	12		1	Concussion of brain	Struck by falling bricks,
"	Quebec, Que.	"	11		1	Leg broken and other injuries	Fell 30 ft.
"	Kamouraska, Que.	"	11	1			Fell from scaffold.
"	Niagara Falls, Ont.	"	15		1	Shoulder dislocated	By falling.
"	Hamilton, Ont.	"	25	1			Fell down elevator shaft.
Plumber	Peterborough, Ont.	"	16		1	Almost asphyxiated	By fumes of gas in a trench.
Inspector of works	Cornwall, Ont.	"	22		1	Internal injury	Fell into wheel pit.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF SEPTEMBER, 1906.

Trade or industries.	Locality.	Date.	Killed.	Injured.	Nature of injury.	Remarks.
Metal Trades—						
Machinist	Kingston, Ont	Oct. 2	1			Head crushed in slotting machine.
"	Sherbrooke, Que	" 5		1	Loss of eye	By splinters of steel from machinery.
"	Brantford, Ont	" 12		1	Finger lacerated	Caught in machine.
"	Sydney, N.S.	" 5		1	Loss of eye	Struck by link of chain which broke.
"	Deseronto, Ont.	" 13	1			Fell down elevator shaft 40 ft.
"	Windsor, Ont	"		1	Loss of finger	Contact with saw.
"	Guelph, Ont	" 13		1	Face and hands burned	Explosion of coal oil.
"	"	" 15		1	Arm lacerated	Caught in cog of lathe.
"	Hamilton, Ont	" 15		1	Foot crushed	By falling iron.
"	Brockville, Ont	" 3		1	Hand crushed	Caught in machine.
"	Toronto Junction, Ont	" 2		1	Foot crushed	By fall of heavy weight.
"	" "	" 11		1	Hand lacerated	Emery wheel burst, piece struck hand.
"	Hamilton, Ont	" 15		1	Arm crushed	By fall of stock hammer.
"	"	" 12		1	Face badly cut	Contact with machine.
Foundry employees	Niagara Falls, Ont	" 6		1	Foot injured	Casting fell on it.
"	Toronto, Ont	" 8		1	Leg broken	Steel frame fell on it.
Blacksmith	Shawenegan Falls, Que	" 20	1			Heavy can fell on it.
Elecrtical worker	Peterborough, Ont	" 2		1	Concussion of brain	Electrocuted.
"	Niagara Falls, Ont	" 8	1			Caught in machinery.
"	Peterborough, Ont	" 11		1	Tips of two fingers cut off	Electrocuted.
"	Montreal, Que	" 22	1			Caught in winding machine.
"	Allanburg, Ont	" 20		1	Hand lacerated	Caught in machine.
"	Peterborough, Ont	" 24		1	Finger lacerated	" "
"	Peterborough, Ont	" 24		1	Hand lacerated	Caught in machinery.
Lineman	Carleton, N.B.	" 2		1	Face and arm lacerated	Fell from pole.
"	Picton, Ont	" 4		1	Leg broken	" "
"	Niagra Falls, Ont	" 5		1	Arm broken	" "
Millwright	Toronto, Ont	" 10		1	Groin pierced	By flange of heater.
Sawyer	Peterborough, Ont	" 11		1	Hand lacerated	Contact with circular saw.
Sheet metal worker	Toronto, Ont	" 23		1	Loss of finger	Caught in press.
"	"	" 25		1	Loss of thumb	Caught in punch.
"	Peterborough, Ont	" 11		1	Body badly bruised	Fell from ladder.
"	Hamilton, Ont	" 4		1	Loss of finger	Caught in machine.
"	"	" 24		1	Foot crushed	Casting fell on it.
Iron worker	Sherbrooke, Que	" 2	1			Found dead in shop.
"	Toronto, Ont	" 26		1	Concussion of brain	Accidently struck by hammer,
Structural iron worker	Cap Rouge, Que	" 1		1	Internal Injuries	Fell 40 ft.
Boiler maker	Ottawa, Ont	" 15		1	Foot crushed	Boiler fell on it.
Shipbuilders	Collingwood, Ont	" 9		1	Nose broken	Fell from spardeck, 20 ft.
"	"	" 11		1	Head, face and hands scalded	By bursting of blow pipe.
"	"	" 11		1	Lip split and hip fractured	By fall from staging.
Agricultural implement worker	Brantford, Ont	" 2		1	Hand crushed	Caught in machine.
" "	Toronto, Ont	" 12		1	Hand lacerated	By fall.
Woodworking Trades—						
Woodworker	Toronto, Ont	" 12		1	Loss of finger	By gang saw.
"	Brantford, Ont	" 8		1	Thumb lacerated	By shaper.
"	Toronto, Ont	" 3		1	Hand amputated	By buzz planer.
Piano worker	"	" 23		1	Loss of finger	Contact with buzz saw.

Furniture worker	Dundas, Ont.	Oct.	29		1	Loss of 4 fingers	By rip saw.
" "	Kearney, Ont.	"	10		1	Arm broken	Caught in belting.
Carriage maker	Guelph, Ont.	"	12		1	Ankle crushed	By fall of piece of steel.
" "	"	"	5		1	Hand lacerated	By a variety saw.
Printing and Allied Trades—							
Pressman	Ottawa, Ont.	"	18		1	Hand and arm crushed	Caught in press.
Clothing Trades—							
Tailor	Winnipeg, Man.	"	22	1			Jammed in Elevator.
Textile Trades—							
Textile worker	Galt, Ont.	"	4		1	Hand lacerated	By press.
" "	Hamilton, Ont.	"	12		1	Hand badly crushed	Caught in machine.
" "	Cobourg, Ont.	"	3		1	Hand lacerated	By pincher.
Food & Tobacco preparation—							
Butcher	Stratford, Ont.	"	12		1	Abdomen pierced	By glancing of "sticking knife'
Biscuit worker	London, Ont.	"	5		1	Loss of thumb	In biscuit icer.
Confectioner	Toronto, Ont.	"	15		1	Hand badly crushed	Contact with machinery.
"	"	"	11		1	Arm broken	Caught in shafting.
Elevator hand	Fort William, Ont.	"	14	1			Heavy girder fell on his head.
Abattoir employee	Toronto Junc., Ont.	"	12		1	Scalded and face cut	Explosion of steam pipe.
Coffee grinder	Toronto, Ont.	"	26		1	Loss of 2 fingers	Caught in feeder of grinder.
Railway Service—							
Engineer	Goderich, Ont.	"	12	1			Train broke through bridge.
"	Rivière a Pierre Que.	"	29		1	Badly scalded	Explosion of boiler.
Conductor	White River, Ont.	"	21	1			In head-on-collision.
Fireman	Hadlow, Levis, Que.	"	13	1			Head-on-collision.
"	Montreal, Que.	"	10	1			Head struck by passing train.
"	Regina, Sask.	"	15		1	Leg crushed	Head-on-collision.
"	Burlington, Ont.	"	22		1	Head badly cut	Struck by feed pipe of tank.
"	Capetown, Ont.	"	25	1			Head-on-collision.
"	Ottawa, Ont.	"	22		1	Leg broken	Fell from moving car.
"	Barrie, Ont.	"	24		1	Seriously injured	Thrown from engine.
"	Rivere a Pierre, Que.	"	29		1	Badly scalded	Boiler explosion.
Brakeman	Kingston, Ont.	"	25	1			Foot caught in frog run over by train.
"	Souris, Man.	"	5	1			Run over by train.
"	Sarnia, Ont.	"	5		1	Head and legs injured	Fell from top of freight car.
"	"	"	9		1	Leg broken	In jumping fron moving car.
"	Bridgeburg, Ont.	"	17	1			Run over by train,
"	North Bay, Ont.	"	22		1	Leg broken	Fell off moving train.
"	Prince Albert, Sask.	"	21	1			Run over by cars.
"	White River. Ont.	"	21		1	Leg broken	Head-on-collision.
"	Wetaskiwin, Alta.	"	22	1			Run over by cars.
"	Chaudiere, Que.	"	30	1			" "
"	Kingston, Ont.	"	28	1			" "
Round house hand	Niagara Falls, Ont.	"	8		1	Leg broken	Fell in ash pit.
Sectionman	Hillsboro, N. S.,	"	2		1	Loss of arm	Run over by train.
"	Glace Bas, N. S.,	"	8		1	More or less injured	Head-on-collision.
"	Goderich, Ont.	"	12		1	Ribs and arm broken	Car broke through bridge.
"	"	"	12		1	Arm broken	" "
"	Near Napanee, Ont.	"	15	1			Struck by engine.
"	Glen Robertson, Ont.	"	19	1			Run over by caboose.
"	Richmond, Que.	"	7		1	Legs crushed	Caught in chain of steam shovel.
Construction hand	La Tuque, Que.	"	22	1			Explosion of dynamite.
Car shop hand	Niagara Falls, Ont.	"	11		1	Loss of both arms	Run over by train.
"	Stratford, Ont.	"	10		1	Fingers crushed	Caught under steam hammer,
Water boy	Fredericksburg, Ont.	"	15	1			Struck by engine.
Cook on dining car	Westmount, Que	"	5	1			Struck by a train.
Yardman	Toronto, Ont.	"	9	1			Run over by engine.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF OCTOBER, 1906.

Trade or Industry.	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Yardman	Toronto, Ont	Oct 17	1			Struck by engine.
Navigation—						
Sailor	Halifax, N.S	" 3	1			Fell from a loft.
"	Kingston, Ont	" 7	1			Run over by train.
"	Chatham, N.B	" 10		1	Seriously injured	By fall on vessel.
Captain	Near Chantry Island, Ont	" 7	1			Fell over board, drowned.
" "Skajit"	Cape Beale, B.C	" 25	1			Drowned in wreck of vessel.
Cook "	"	" 25	1			" " "
Longshoreman	Sand Point, N.B	" 9		1	Internal injuries	Fell 25 ft into hold.
"	Montreal, Que	" 10	1			Fell from vessel to wharf.
"	St. John, N.B	" 15	1			Struck by sling of deals.
"	Montreal, Que	" 20	1			Fell over board, drowned.
"	Chatham, N.B	" 23		1	Leg broken	Struck by arm of derrick.
"	Quebec, Que	" 22		1	Loss of part of 2 fingers	Caught in a block.
"	Kingston, Ont	" 26		1	Head fractured	Struck by boom of derrick.
Scowman	Port Burwell, Ont	" 22	1			Fell over board, drowned.
Transport—						
Lock tender	Thorold, Ont	" 1	1			Struck by engine.
Teamster	Quebec, Que	" 4		1	Arm broken	Fell from vehicle.
"	"	" 4		1	Leg broken	In capsizing load of wood.
"	London, Ont	" 4	1			Run over by his vehicle.
"	Stratford, Ont	" 5		1	Head cut	Kicked by horse.
"	St. John, N.B	" 10	1			"Sloven" struck by engine.
"	St. Mary's, Ont	" 16		1	Ankle sprained and face cut	In runaway.
"	Hamilton, Ont	" 22	1			Fell from vehicle in collision.
"	Windsor, Ont	" 22	1			Fell from vehicle.
"	Chatham, N.B	" 13	1			Drowned, fell from vehicle crossing a river.
"	Quebec, Que	" 5		1	Leg broken	Kicked by horse.
"	Toronto, Ont	" 22		1	"	Fell from vehicle and run over.
"	"	" 17		1	Internal injuries	Run over by his vehicle.
"	Kingston, Ont	" 25		1	"	In collision with another vehicle.
"	Toronto, Ont	" 29		1	Leg broken	Kicked by horse.
"	"	" 31		1	Head cut	Thrown from vehicle.
"	Hamilton, Ont	" 12		1	Internal injuries	"
"	Westfield, N.B	" 10	1			Struck by engine.
Street railway employee	Ottawa, Ont	" 9		1	Head and hands cut	By falling wall of Gilmour Hotel.
" "	"	" 9		1	Knee cap fractured, etc	" " "
" "	Toronto, Ont	" 11		1	Leg broken	Crushed between cars.
Expressman	Hamilton, Ont	" 5		1	Head cut	Struck by post while looking out car door.
"	Toronto, Ont	" 24		1	Scalp wound	Collision with street car.
Stable boy	Louiseville, Que	" 15		1	Arm broken	Kicked by horse.
Livery man	London, Ont	" 27		2	Internal injuries	Fell from window sill 45 ft at fire.
"	Hamilton, Ont	" 16		1	Leg broken	Kicked by horse.
Civic employees—						
Fireman	Cedar Grove, B.C	" 8		1	Rib broken	Fell from a roof at fire.
"	"	" 8		1	Internal injuries	Fell from ladder at fire.

Corporation teamster	New Westminster, B.C.	Oct.	4		1	Concussion of brain	By fall from vehicle.
Miscellaneous—							
Sanitarium employee	Montreal, Que	"	12		1	Arm and leg broken	Fell 25 ft. in elevator shaft.
Clerk in dry good store	Belleville, Ont.	"	26		1	Face lacerated	Caught in elevator.
Watchman	Toronto, Ont.	"	24		1	Leg broken	Fell from ladder.
Detective	Buckingham, Que	"	15	1			Shot during strike.
Cement worker	Hanover, Ont.	"	17		1	Leg lacerated	Struck with pick axe.
Cement worker	Lakefield, Ont.	"	12		1	Skull fractured	By explosion of steam pipe.
Housemaid	Norwood, Ont.	"	2		1	Leg broken	Fell down stairs.
"	Hastings, Ont.	"	17	1			Clothing caught fire from stove.
"	Peterborough, Ont.	"	24		1	Arm broken	Fell from chair.
Drug clerk	Hamilton, Ont.	"	15		1	Arm burned	By overflow of boiling wax.
Civil Engineer	Mission Jct., B.C.	"	5		1	Internal injuries	Struck by an engine.
Gas house worker	Barrie, Ont.	"	16	1			Asphyxiated by gas.
Laundry worker	Toronto, Ont.	"	29		1	Hand and arm lacerated	By mangles.
Paper mill hand	St. Catharines, Ont.	"	5		1	Foot crushed	Reel of paper fell on it.
" " "	" "	"	26		1	Hand crushed	By calender roller.
Coal shoveller	St. John, N.B.	"	8		1	Leg broken	Fell into hold of a barge.
Unskilled labour—							
Labourers	Toronto, Ont.	"	4	1			Elevator weight fell on head.
"	New Westminster, B.C.	"	4	1			Fell from vehicle.
"	Gaspe, Que	"	19	1			Fell 20 ft.
"	Asbestos, Que.	"	5		1	Leg broken	By falling material.
"	Stanbridge East, Que	"	6		1	Hand injured	By premature blast.
"	" " "	"	6		1	Eyes injured	" "
"	Niagara Falls, Ont.	"	15		1	Collar bone and ribs broken	Cave in of sewer wall.
"	Belleville, Ont.	"	5	1			Struck by hanging live wire.
"	Deseronto, Ont	"	12		1	Seriously injured	Fell down stairs at iron works.
"	Niagara Falls, Ont.	"	25		1	Foot crushed	Jack-screw fell on it.
"	Lilly Lake, Ont.	"	11		1	Skull fractured	Steam pipe burst.
"	Peterborough, Ont.	"	13		1	Internal injuries	Cave-in of drain bank.
"	Toronto, Ont.	"	25		2	Seriously injured	Iron girder fell on them.
"	St. John, N.B.	"	20		1	Loss of leg	Ren over by engine.
"	Arthabaska, Que.	"	23		1	Face and hands burned	Explosion of gazoline.
"	Quebec, Que.	"	25		1	Leg lacerated	Caught between 2 barrels.
"	Toronto, Ont.	"	17		1	Leg broken	Iron girder fell on it.
"	" "	"	29		1	Internal injuries	By cave in of sides of drain.
"	Quebec, Que.	"	30		1	Hand badly cut	Struck by a falling stone.

ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN OCTOBER.

Sawmill hand	Fairville, N.B.	Sept.	29		1	Loss of 3 fingers	By circular saw.
"	"	"	29		1	Loss of end of hand	" "
Logger	Ridgetown, Ont.	"	20	1			Logs rolled over him.
Miner	Nanaimo, B.C.	"	27		1	Arm broken	By fall in mine.
"	Rossland, B.C.	"	30		1	Leg broken	Casting fell on it.
Woodworker	Coaticook, Que.	"	29		1	Loss of 2 fingers	Caught in shafting.
"	Berlin Ont.	"	29		1	Hand crushed	By buzz planer.
Paper maker	Merritton, Ont.	"	28		1	Back sprained	While lifting bales of paper.
Labourer	Farnham, Ont.	"	27	1			Run over by train,

October, 1906. For the previous month the record stood 28 killed and 44 injured, and in October, 1905, 18 killed and 29 injured. Ten of the fatalities were due to the victims being run over by engines or trains, 3 to collisions, 3 to being struck by engines, and 1 each to the derailment of a train, a blow from a passing object and an explosion. Of the non-fatal accidents, 12 were due to collisions, 7 to falls, 2 to explosions, 2 to machinery, 2 to derailments and 2 to the victims being run over.

Navigation.—In this group 9 workmen were killed and 5 injured during October. The month previous 4 were killed and 5 injured and in October, 1905, 18 were killed and 3 injured. Five of the 9 deaths were caused by drowning, 2 by falls, 1 by being run over by a train and 1 by falling material. Of the minor accidents 3 were caused by derricks and 2 by falls.

General transportation.—Seven deaths and 20 other accidents occurred during October in these trades, compared with 7 deaths and 11 accidents in September, and 3 deaths and 25 other accidents in October, 1905. Three of the 7 deaths were due to being struck by engines, 2 to falls, 1 to being run over by vehicle and 1 to drowning. Five of the accidents were due to falls, 5 to falling material, 4 to being kicked by horses, 1 to a runaway, 1 to being run over and 2 to collisions.

Civic employees.—Three civic employees were injured during October, 2 firemen at Cedar Grove, B.C., by falls at a fire and a corporation teamster at New Westminster, B.C., by a fall from his vehicle. In September the record was also 3 injured, and in October a year ago 3 killed and 2 injured.

Miscellaneous.—The deaths through accident of 3 workmen in these trades occurred during October, and 13 others were injured. In the preceding month 8 workmen were killed and 23 injured and in October, 1905, 15 killed and 21 injured. A detective was shot during the strike at Buckingham, Que., and died from the effects, a housemaid at Hastings, Ont., was burned to death through her clothing catching fire from a stove, and a gas house worker at Barrie, Ont., died from asphyxiation. Five of the other accidents were due to falls, 3 to machinery, 2 to explosions, and 1 each to being caught in an elevator, being struck by an engine and by falling material.

Unskilled labour.—Among these workers 4 met death through accident, and 16 were injured during October. In the month of September, 1906, 4 were killed and 12 injured, and in October of last year 6 were killed and 14 injured. Two of the deaths were caused by falls, 1 by falling material, and 1 by electrical contact. Six workmen were injured by falling material, 4 by explosions, 3 by cave-ins of earth, 1 by a fall, 1 by being run over by an engine, and 1 by being caught between two heavy barrels.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of Departments and Bureaus were received at the Department of Labour, Ottawa during October, 1906.

ONTARIO REPORT.

Water Power of the Lake Huron and Georgian Bay District.

Hydro-Electric Power Commission for the Province of Ontario, Third Report. Lake Huron and Georgian Bay District, Toronto, King's Printer, 1906. Pages 30.

THE third report of the Hydro-Electric Power Commission of Ontario deals with the water power of the rivers flowing into Lake Huron and Georgian Bay. The principal industrial centres in this district deriving electric power from these rivers are Sudbury, Sturgeon Falls, Bracebridge and Orillia. The municipal electric power plants at Bracebridge and Orillia are being enlarged and other power plants are being constructed at Eugenia Falls on the Beaver River and near Goderich on the Maitland river.

The Commission recommended that "the water powers of the Severn, Muskoka, or other rivers not yet leased by the Crown, be retained for the use of the many municipalities which must, for all time, depend

on these sources for whatever electrical energy they may obtain from water power, and should any lease of water power be granted in the future such lease should specify the rates at which the Hydro-Electric Commission may obtain electric power in a condition and quantity at the generating plants ready for transmission, or at the points of delivery in the various municipalities."

BRITISH REPORTS.

Changes in wages and Hours of Labour.

Report on Changes in Rates of Wages and Hours of Labour in the United Kingdom in 1905, with comparative statistics for 1896-1904. London, Wyman & Sons, 1906. Pages 142. Price 7d.

The report on changes in wages and hours of labour in the United Kingdom during 1905 shows that there was a slight falling off in the rates of wages compared with the preceding four years. Altogether, about 319,000 people received advances amounting to £16,300 per week and nearly 250,000 sustained decreases amounting to £18,500 per week, making a net decrease of nearly £2,200. The falling off in wages, however, was less marked than in the four preceding years and during the second half of the year an upward tendency was shown. The decline in wages in 1905 was mainly due to reductions in the coal mining industry. There were also decreases in the building, quarrying and engineering and shipbuilding trades. The total number of work people affected by changes in wages amounted to 688,889, being equivalent to 7.3 per cent of the industrial population. This number includes about 120,000 work people whose wages fluctuated but remained at the same level at the end as at the begininng of the year. The wages of 31,502 persons were arranged under sliding scales; the wages of 305,701 were arranged by conciliation boards, mediation, arbitration, etc., and changes affecting $351,686 work people were arranged by negotiation and other methods.

Changes in the hours of labour affecting 95,985 were reported. Of these, 90,179 had their hours of labour reduced. The net effect of the changes was a reduction of 65,265 hours in the weekly work time. Ninety-six per cent. of the work-people whose hours were changed were in the building trades, and of these 70,000 were employed in London where a re-arrangement of the winter working hours was effected.

A preliminary statement with regard to the changes in the first half of 1906 shows that 832,526 had received increases in wages and 6,669 had received decreases in wages, the net increase in wages per week amounting to £26,588. During the same period, 25,917 work people had a reduction in hours, amounting to 41,902 hours per week, while 74 had their hours increased by 132 per week.

Workmen's Compensation.

Statistics of proceedings under the Workmen's Compensation Acts 1897 and 1900 and the Employer's Liability Act, 1880, during the year 1905. London, Wyman & Sons, 1906. Page 46. Price 5d.

The statistics relating to workmen's compensation issued by the British Home Office give all the returns received from registrars and courts and from railway companies. It is stated, however, that no official information is available in the majority of cases where the amount of compensation is settled by agreement. In 1905, there were 2,469 cases taken into court. In 538 cases, compensation was awarded on account of death in deceased left dependants. The average amount of compensation awarded was over £74.

NEW ZEALAND REPORT.

Industrial Statistics of New Zealand.

Fifteenth Annual Report of the Department of Labour, New Zealand, 1905-6. Wellington, King's Printer, 1906. Page 122.

The report of the New Zealand Department of Labour for the year from April, 1905, to March, 1906, shows that the year was a very prosperous one in New Zealand. Employment was constant and stable and, although wages were low, earnings were not diminished by much loss of time. The Labour Department assisted 6,712 persons in obtaining employment, of which 4,783 obtained government work. Those seeking employment had 7,351 dependants. During the last 15 years, the department assisted 45,084 men having 84,631 dependants in obtaining work.

There were 9,881 factories in existence in 1906, compared with 4,108 in 1905, and during this period, the factory workers increased 67,713 to 70,403. The amount of over-time averaged 26 hours for women and boys, and 70 hours for men. There are few hardships to workers from over-time as it is restricted to certain days, and the inspectors of factories give constant and close supervision to the question of strength of the young people required to work over-time.

There were 529 accidents in factories, of which 8 were fatal. A few of the others were of a serious nature.

NEW SOUTH WALES REPORT.

Factories Inspection in New South Wales.

Report on the working of the Factories and Shops Act, Early Closing Act, etc., during the year 1905. Sydney, King's Printer, 1906. Page 42. Price 1s. 9d.

The report on factories inspection in New South Wales for the year 1905 shows that there were 38,623 male hands and 17,082 females employed in that year, making a total increase of 4,015, compared with the previous year. The total number of factories on register in the department was 3,277, compared with 3,186 in 1904. The reports on the particular trades and districts show a general improvement in industrial conditions, compared with the previous year.

Old Age Pensions.

Eighth Annual Report of the Old Age Pensions Department, for the year ending March, 31, 1906. Wellington, New Zealand, King's Printer, 1906. Pages 18.

The report of the Old Age Pensions Department for the year ended March 31, 1906, states that during this year there was an enlarged expenditure for old age pensions and a marked addition in the number of participants. These increases were due to the Old Age Pensions Amendment Act, which were as follows:—

1. An increase in the amount of pension from £18 to £26.

2. An increase from £52 to £60 in the amount of income required to disqualify an applicant.

3. An increase of £78 to £90 in the amount of joint income (with pension added) required to disqualify a married couple.

4. An equal division of all property owned between husband and wife.

5. An increase of £50 to £150 in the deduction allowed from property, where such property, or part thereof, constitutes a home from which no income is derived.

6. Provision for the private investigation of claims by magistrates.

On March 31, the number of pensioners was 12,582, of whom 667 were Maories. While the number of pensioners increased, the percentage to the population eligible for pensions showed a decrease. Out of 35,157 Europeans eligible for pensions, 11,915, or 34 per cent, were in receipt of them. In 1901, the percentage was 42; since then there has been a steady proportionate decrease. The payments for pensions during the year amounted to £254,366 16*s.* 6*d.*, and for the current year it is estimated that the sum of £350,000 will meet all requirements.

OTHER REPORTS RECEIVED.

Ontario.—Annual Archaeological Report for the year 1905. Part of Appendix to the Report of the Minister of Education for 1905.

Twenty-fifth Annual Report of the Provincial Bord of Health of Ontario. Parts I. and II., 1906.

New South Wales.—The Industrial Arbitration Reports and Records, 1906, Vol. V., Parts 1, 2 and 3.

New Zealand.—The Industrial Conciliation and Arbitration Act, 1905, return, showing the number of members in each industrial union registered under the Act to December 31, 1905.

Report of Board on Government Railways Superannuation Fund for the year ending March 31, 1906.

Notes on the International Congress on Workmen's Insurance, held at Vienna, September, 1905.

Annual Report on the Police Force of the Colony for the year ended March 31, 1906.

Report on Workers' Dwellings by the Honourable the Minister of Labour.

United States.—Bulletin of the State Bureau of Statistics of Nebraska, No. 9, September, 1906.

Netherlands.—Maandschrift van het Centraal Bureau voor de Statistiek, 1e Jaargang, 1e Aflevering.

Paraguay.—Boletin Trimestral, Ano 1, Num. 1, (Direccion General de Estadistica).

Spain.—Legislacion del Trabajo Julio Sociales.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent decisions of the courts affecting labour are based upon the latest reports of legal proceedings in the different Provinces of Canada and upon other legal records.

SUPREME COURT CASE.

Judgment Awarding Damages Sustained.

THE Supreme Court of Canada, at its October session, dismissed an appeal by defendants, who sought to be relieved of liability for damages recovered by plaintiff. The latter had sued for damages for the death of her husband, who died in consequence of electric shock and burns received, as alleged, through defective installations in the defendants' electrical station at Three Rivers.

The deceased was employed by the company defendant as dynamo tender, and on July 26, 1904, at an early hour in the morning was found lying on the floor of the power room, terribly burned about his limbs and body, between and in contact with machinery carrying high pressure electric currents. He died of his injuries forty days later in the hospital, and before his death gave his wife an account of how the accident happened, stating that he had tripped in the passage-way while at his work and fallen upon the dangerous fixtures, which were insufficiently protected.

The trial judge found that the company had failed to exercise proper vigilance and protection for the purpose of preventing such accidents, and entered judgment for $300 for the widow and $2,700 for the children of the deceased. The company contended that deceased had gone to the place where he was found without any reason or necessity, and against orders; that the manner in which the accident occurred was quite unknown; that his statement to his wife at the hospital was improperly admitted in evidence and that, as the widow had re-married during the pendency of the action without revivor in the name of her second husband, the judgment could not allow the $300 awarded to her personally.

(North Shore Power Co. v. Duguay; 24th October 1906).

QUEBEC CASES.

Damages for Failure to Comply with Regulations under Factory Act.

An action was brought in the Superior Court at Montreal by plaintiff, in his quality of tutor to his minor daughter, for damages in consequence of an injury which she suffered while working in defendant's employ. During the lunch hour the girl had stooped down to pick up some buttons, which had fallen on the floor, when her hair was caught in a shaft which was suddenly put in motion and the scalp was almost entirely torn off. The main faults on the part of defendant of which plaintiff complained were that no signal was given that the machinery was about to start, that the shaft was not covered as it might have been, and that his daughter was allowed to go with her hair flowing while at work. The court held that Section 54 of the regulations respecting industrial establishments, approved by the Lieutenant-Governor in Council, which reads: "The putting in motion, or the stopping of the machinery must always be preceded by a signal agreed upon" applied to the case, and that failure by the owner of an industrial establishment to comply

with the regulations made by the Lieutenant-Governor in Council under the authority of the Quebec Industrial Establishments Act, 1894, is a fault which makes him liable for injuries to an employee caused thereby. It was further held that independently of such regulations, when machinery, including a revolving shaft, is used in a factory where the employees are exposed to come in contact with the same, ordinary prudence requires that after a stoppage the putting of it in motion again should be signalled, and the omission to do so is a fault that makes the employer liable for an injury caused thereby. In like manner, to allow girls and women in a factory to wear their hair loose and flowing, so that it can be caught in the machinery, is a fault that makes their employer liable for injuries caused thereby. It was further held that it is not enough that rules and regulations for the prevention of accidents be posted in factories; they must further be drawn to the attention of the employees. Damages to the amount of $400 were awarded to plaintiff.

(Caron v. Standard Shirt Co.; 9th October 1905 Archibald, J.)

Damages Due to Defective Apparatus.

The plaintiff, suing on her own behalf and as tutrix to her five minor children, brought action to recover damages caused by the death of her husband, owing, as was alleged, to the fault of defendant. The deceased, an employee of a cartage company, was, in the course of his employment, engaged in delivering goods at defendant's place of business, when the accident complained of happened. The means employed for unloading the goods consisted of a beam projecting from the roof of the building, to which was attached a pulley, by means of which the goods were hoisted to an upper storey. Owing, as it was alleged, to the want of repairs, the beam gave way and fell upon deceased's head, killing him instantly. The evidence bore out the plaintiff's contention as to the condition of the apparatus, and the court held that the making use of a wooden apparatus, the rotten condition of which causes an accident, is a fault which renders the owner responsible. In consequence the plaintiff was held entitled to damages, which were fixed at $3,500.

(Demers v. Montreal Brewing Co.; 30th June 1905; Tellier, J.)

Privilege of Railway Employee upon Immovables of Company.

Under the terms of a recent decision, a person employed by a railway company at work to keep its track open is a railway employee engaged in manual labour within the meaning of Article 2009, No. 9, of the Civil Code. The privilege given upon immovables in the above article is for arrears not exceeding three months, as specified in regard to the like privilege on moveables in article 2006. The term of three months aforesaid is computed and runs back from the date of the seizure of the immovables.

(Morse v. Levis County Railway & Paquet, opposant, and the New York Trust Co., contesting; 20th October 1905; Andrews, J.)

Decision on Question of Common Fault.

Where a workman employed in a mine was injured by the fall of a rock while at work, it was held that the employer was responsible, the rock in question having threatened to fall for some time, so much so that the foreman, anticipating danger, had endeavored to dislodge it from the wall of the shaft. It was further held that there is no common fault on the part of a workman, who, believing there is danger, nevertheless in compliance with the orders of the foreman and upon his assurance that there is no danger goes down into the mine to work at the bottom of the shaft.

(Gauthier v. Wertheim; 1st October 1906; Court of Review.)

Accident Due to Faulty Construction of Railway.

The husband of the respondent was in the employ of the appellant as an engine driver, and in the course of his employment was hauling a train from Chambord to Chicoutimi. While still some miles from his destination the railway embankment gave way while the train was passing over it and respondent's husband was in consequence killed. At the place of the accident the railway was built on the

slope of a hill which runs down to the river. The embankment was built upon a bed of sandy loam three or four feet thick, which in turn rested upon a bed of clay which sloped towards the river. The percolation of water from the higher ground had rendered the surface of the clay slippery, causing the sandy loam and the embankment to slide. On an appeal from a judgment of the Superior Court in favour of respondent, the Court of Appeals held that the sinking of a railway gives rise to a presumption of faulty construction at the place where the sinking occurs, and if it results in an accident, the onus is upon the railway company to show that it is due to some cause which relieves it from liability. It was further held that those who build a line of railway by making a cutting upon a slope where the strata of earth are liable to slide one upon the other, or to separate owing to the action of water, are bound to satisfy themselves, by boring or otherwise, as to the presence of springs or underground streams and to execute the works necessary to guard against their action if they do exist. The default to do so is a fault which renders their employers liable for the accidents and damages which result therefrom.

(Quebec & Lake St. John Railway Co. v. Duquet October 7, 1906; Court of Appeals.)

Defective Machinery—Joint and Several Liability.

The Court of Appeals, in a case decided some time since, held that where an accident, caused by the use of a defective machine, happens in the course of the execution of works undertaken by contract with a sub-contract for the furnishing of labour and machines and executed under the direction of a representative of the owner, there is common fault on the part of the owner, the contractor and the sub-contractor, which renders them jointly and severally liable for the damages caused to a workman engaged in operating the defective machine, to the employment of which the accident is due.

(Dominion Iron & Steel Co. v. Cooke; October 5, 1906.

Damages for Loss of Both Thumbs.

An action was brought in the Superior Court, Montreal, by one Louis Bourdon against the defendants to recover damages for the loss of both thumbs, which were crushed by a steam hammer at the Angus shops, where he was employed. The accident occurred on February 6, as the plaintiff was assisting the master blacksmith in placing a piece of iron beneath the hammer for the purpose of bending it. The hammer, which, according to plaintiff's declaration, was operated by an 11 year old boy, was allowed to drop ahead of time, with the result that plaintiff had both thumbs crushed. These had afterwards to be amputated at the joint, and plaintiff claimed to be disabled for life. The negligence complained of was the allowing a boy to operate the hammer. Defendants set up that plaintiff had lost his thumbs through his own negligence, in that he placed his fingers beneath the hammer after he had been warned of the danger he was incurring in doing so, and in that he was standing on the wrong side of the hammer at the time of the accident. The jury estimated the damages sustained by plaintiff at the sum of $2,-300, but as they concluded from the evidence that plaintiff had contributed towards the accident by his own imprudence, they reduced the damages to $1,150, for which sum judgment was entered.

(Bourdon v. C. P. R. Co.; October 17, 1906; Archibald, J.)

Damages for Wrongful Accusation.

Damages have been awarded to Victoria Sevigny in the sum of $100 against the shops, where he was employed. The acciwherein plaintiff claimed that she had been falsely accused of stealing a skein of yarn from the company's mills, where she was employed, and was dismissed on account of this charge made against her by the foreman. The court held that the action was well founded and rendered judgment in plaintiff's favour for the sum stated.

(Sevigny v. Merchant's Cotton Co.; October 19, 1906; Tellier, J.)

Fined for Sunday Shaving.

Louis N. Page, president of the Barbers' Association, and Paul N. Janvier, chairman of the Sunday closing committee of the association, were both condemn-

ed in the Recorder's Court recently at Montreal, for keeping their barber shops open on Sunday. According to the evidence, both the accused kept their shops open after midnight on Saturday, and admitted customers until nearly 1 o'clock Sunday morning. The defendants contended that their offence was not the same as that of the hotel barbers, who opened their places on Sunday and charged double prices, but the judge held that there were 24 hours in Sunday, the same as any other day, and as the accused had their shops open on Sunday, there was nothing for him to do but condemn them.

(October 8, 1906; Sicotte, J.)

Damages Due for Injuries from Unprotected Electrical Apparatus.

One Marcouiller, husband of the plaintiff, a workman in the employ of a carbide company, while upon the premises of the latter was killed by coming into contact with an electric heater, which consisted of a coil of wire through which a very strong current of electricity was at the time passing. This heater, as well as others of the same kind in use in the premises of the company, was not protected by any covering, so that when in use it constituted a source of danger to anyone coming in contact with it. The reason alleged by the company for not covering the ers was that to cover them would be to destroy their effectiveness. Evidence was given at the trial that the foreman of defendants had given warning of the fact that the electricity was about to be turned into the heaters, which were not in continuous use. Judgment was given at the trial in favour of plaintiff for the sum of $2,500. On an appeal to the Court of Appeals, this judgment was confirmed, the court holding that the employer who makes an intermittent use of electrical apparatus, which is dangerous when charged with electricity, and which is necessarily placed within reach of the workmen, is bound to cause the latter to be warned each time the current is turned on, and, in default, is responsible for accidents which occur through contact with the apparatus. The court further held that the burden of proof that a sufficient warning has been given to the employees rests upon the employer, and in the case in hand this burden had not been discharged.

This judgment was subsequently confirmed by the Supreme Court of Canada.

(Shawinegan Carbide Co. v. Saintonge; 7 November 1906.)

Damages Awarded for Wrongful Dismissal.

In an action brought in the Superior Court at Montreal by Horace Davis against W. Lefroy, editor of the illustrated weekly "Canada," to obtain damages for breach of contract, judgment has been given in plaintiff's favour for $1,500 damages, in the following circumstances. In January of last year the plaintiff, who had just arrived in Montreal, learned that the defendant was looking for some one to manage the business end of his paper in Canada, and he decided to apply, and in this was promised the support of a friend of the defendant. Plaintiff alleged that upon his first interview with defendant, the latter declared himself satisfied with his credentials and ability, but as there was a difference of $500 over salary, defendant asked for a delay to consider the matter. On the following day plaintiff returned and an agreement was drawn up, to the effect that he was to act as business manager for a year at a salary of $2,500. According to plaintiff's statement, it was understood that he was to do no writing, but was to have charge of the business end of the paper, such as advertising, subscriptions, arrangements to obtain contributions, etc. After signing this contract, defendant took a trip to the Maritime Provinces, in the course of which he gave instructions by letter to the plaintiff regarding his duties. Upon his return, however, he dismissed plaintiff, alleging, amongst other things, in support of his action, that he had learned that plaintiff was not personally acquainted with the friend whose support had been promised as above. The plaintiff thereupon brought action. Defendant pleaded that it was his intention to engage some one who could look after both the business and the literary departments of the periodical, and

that the plaintiff obtained the position through misrepresentation. He also filed an incidental demand for the dismissal of the action, on the ground that he had been led into error in the engagement, by reason of the facts just mentioned. This was, however, dismissed by the judge, who ruled that plaintiff had done nothing which could lead the defendant into such error, and he decided in plaintiff's favour as above stated.

(Davis v. Lefroy; October 24, 1906; Fortin, J.)

Damages Due to Explosion of Volatile Gases.

A jury in the Superior Court, Montreal, has awarded damages to the amount of $1,500 to the plaintiff in an action brought to recover for injuries sustained by him in the course of the performance of his duties in defendant's employ. Plaintiff was night watchman for defendants and his duties consisted in visiting every building at regular intervals and registering his rounds by means of specially constructed clocks placed therein for that purpose. On July 15 last, while carrying a lighted lantern, he went to enter the paint warehouse, where one of the clocks had been placed, when, upon opening the door, there followed an explosion, which threw him some distance breaking his right leg and ankle, besides inflicting severe burns all over his body. In his claim plaintiff alleged that the accident was due to the fault of the defendants in negligently allowing gas to accumulate in the warehouse, and in not having the same properly constructed. The defendants set up that the injuries which plaintiff sustained were not due to any negligence or imprudence on their part but that the accident was the outcome of fortuitous events over which they had no control. They further alleged that the warehouse was constructed in the most approved manner, and that every possible care had been taken in storing away the chemicals, the volatility of which caused the explosion. They further alleged that the latter was due, not to the presence of the lighted lantern, which is said to have been a safety one, but to the sudden contact of the outer air with the gas when the door was opened. Expert evidence showed that the explosion had been caused by the contact of the flame with the gas-laden atmosphere of the interior. The jury was unanimous that the accident had been caused through want of care on the part of defendants in storing highly inflammable materials in a storehouse that was improperly ventilated, and in allowing an employee to enter the same with a lighted unprotected lantern. The court rendered judgment in accordance with the verdict of the jury.

(Veronneau v. Canada Car Co.; 25th October 1906; Curran, J.)

Master Held Jointly and Severally Liable with Servant.

The Court of Appeals has confirmed the judgment of the Superior Court, rendered on November 20, 1905, condemning defendants to pay to plaintiff $1,750, for damages caused to them by reason of the fault and negligence of defendants. The plaintiffs, the widow and daughters of one Patrick Callary, who was their sole support, brought action to recover damages for his death which occurred under the following circumstances. On January 24, 1905, Callary was crossing Chenneville street, in the city of Montreal, and when but a few feet from the sidewalk at the northwest corner of Lagauchetiere street, was knocked down and run over by a horse and vehicle driven by the defendant Turcotte, and received such injuries that he died the same evening. Plaintiffs alleged that Turcotte was driving at a fast pace and that through his negligence and imprudence the accident occurred; that Turcotte at the time of the accident was in the employ of the co-defendant Desjardins, and in the performance of the work for which he was employed, and that they were entitled to claim from the defendants jointly and severally. Defendant Turcotte pleaded in substance that the accident was due to the fault and negligence of the deceased and that he was not responsible. Defendant Desjardins denied the essential allegations of plaintiffs' claim and further pleaded that even if defendant Turcotte was responsible for the death of deceased, he, Desjardins, could

not be held responsible for the act of the defendant Turcotte on the occasion in question; that the horse used by Turcotte on the occasion was Turcotte's personal property, and further that the accident was due to the negligence of deceased. The trial judge held that there was common fault on the part both of Callary and Turcotte, and that Turcotte was in the employ of his co-defendant Desjardins, and was engaged at the time of the accident in the work for which Desjardins employed him, and, therefore his negligence was the negligence of the defendant Desjardins. The Court of Appeal, Lacoste, C.J., dissenting as to the liability of Desjardins, dismissed the appeal of the defendants.

(Turcotte v. Ryan; 25th October 1906; Court of Appeal.)

ONTARIO CASES.

Claim for Damages for Death of Deckhand.

A Divisional Court has just dismissed an appeal from a non-suit entered at the trial. The action was brought by the widow of one Lyman Finch, who was, at the time of the accident complained of, in the employ of the defendants as a deck hand on the steamer "Collingwood." On the night of June 19, 1905, the steamer was destroyed by fire, and Finch, who was sleeping on the vessel, was burned to death. The plaintiff charged negligence on the part of the defendants in not keeping a watchman on duty, in not providing a proper system for awakening workmen, and defective means of exit. The defendants alleged that a careful watch had been kept and denied defective means of escape. The Divisional Court held that there was no evidence upon which a jury of reasonable men could be asked to find that the failure of defendants to keep a sufficient watch or provide means of escape was the cause of the death of plaintiff's husband. Upon the evidence, it was purely conjectural what caused his death, and upon the whole case there was nothing which would warrant a jury in finding that it was caused by the want of an additional watchman, or would have been prevented had such watchman been provided.

(Finch v. Northern Navigation Co.; 12th October 1906.)

Damages for Loss of Fingers.

At the Middlesex assizes held in the month of September, a jury awarded plaintiff $500 damages for the loss of several fingers which were cut off while plaintiff was working at a press which was alleged to be out of repair.

(Steinberg v. M'Clary Manufacturing Co.)

Liability of Master for Injuries Caused by Servant Departing from Course of Employment.

A case was recently decided involving the question of the liability of an employer for damages caused by an employee, who is engaged upon an enterprise not in the course of his employment. The action was brought to recover damages for injuries sustained by plaintiff owing to the alleged negligence of the driver of an ice wagon in the employment of defendants, resulting in a collision with a motor-bicycle upon which plaintiff was riding on a public street in the city of Toronto. The ice wagon was driven by one Leslie and the accident occurred between 8 and 9 o'clock at night. The driver's duties consisted in his starting from defendants' barns about 8 o'clock in the morning with a load of ice for distribution to defendants' customers on a fixed route in the western part of the city, and after completion of such delivery, which in due course would take until 4 or 5 o'clock in the afternoon, in his returning to the barns. On the day of the accident all the ice had apparently been delivered in due course, but there was no trace of the driver's movements from the time of the completion of the delivery until a short time before the happening of the accident.

About 8 o'clock p.m. he was seen driving his wagon at a galloping gait in a direction quite opposite to his employers' premises and by his recklessness and negli-

gence he ran into plaintiff, who was struck by the shaft of the vehicle. The driver was drunk and quarrelsome at the time, and next day could give defendants no account of what had happened. He was discharged. The defence relied upon was that defendants were not responsible for the act of the driver, as he had ceased to be acting in the course of his employment at the time of the accident. The court held that plaintiff could not succeed, as from the time that the driver, having disposed of his load of ice, delayed returning to defendants' stables, and drove about to enjoy himself, he had in effect discharged himself. He was then at large on a drunken bout, and himself alone liable for his wrongdoing, inasmuch as any departure of the servant for his own purposes from the discharge of his ordinary duties will relieve the master from responsibility.

(Willis v. Belle Ewart Ice Co. 1st October 1906; Boyd, C.)

Damages Awarded to Family of Railway Yardmaster.

An action was brought under the Fatal Accidents Act by the administrators of the estate of Joseph Navin, deceased, for the benefit of his widow and children, against the defendants, to recover damages for his death, which was caused, as alleged, by their negligence. Deceased, who was yardmaster of the Grand Trunk Railway Company in the London yards, in the ordinary course of his duty was passing behind the most westerly of four cars standing by themselves on a side line. As he was crossing the track, two cars of the defendants, propelled by a flying shunt, came from the east and ran into the standing cars, with the result that he was knocked down, run over, and killed by the car behind which he was passing. There was no evidence that cars were liable to be shunted negligently or unexpectedly, and he did not see or hear the cars, and no warning was given to him. The Court of Appeal, reversing the judgment at the trial, which dismissed the action, held that there was evidence of negligence on the part of the defendants to go to the jury, and the fact that the deceased did not look for approaching cars before going behind the standing car was not sufficient to show that he was guilty of such negligence as *ipso facto* to deprive him of the right to recover. Judgment was ordered to be entered for the plaintiff for the amount of damages assessed by the jury.

(London & Western Trusts Co. v. Lake Erie & Detroit River R'y Co.; 28th March 1906; Court of Appeal.)

Claim for Damages for the Death of a Fisherman.

An action was brought by the administrator of George Sturgeon, deceased, for damages in respect to the death of the latter alleged to have been caused by the negligence of the defendants, who were an incorporated company carrying on a general fishing business in Ontario. Plaintiff alleged that the deceased was a fisherman employed on a steam fishing tug of the defendants called "The Star" then engaged in fishing on Lake Erie; that the vessel having been sent out by the defendants' manager on a very rough day to lift the defendants' nets, was struck by a sea about four miles off Port Burwell pier, and deceased washed overboard and drowned, and that if the tug had been furnished with life-saving and other apparatus, as required by the Steamboat Inspection Act and regulations issued thereunder, the deceased would not have been drowned. The want of such equipment was the negligence complained of. A Divisional Court held, affirming the judgment at the trial, that the Act, except as to life-buoys and life-preservers, did not apply to the defendant's fishing tug, and that if the rules and regulations, purporting to have been passed thereunder, were intended to carry the provisions beyond the terms of the statute, they were without authority, but that it was preferable to read them as not intended to apply to steamboats excepted from the operation of Section 3 of the Act; and that therefore the plaintiff could not recover in an action brought under Lord Campbell's Act

against the defendant in respect to a death alleged to have been caused by the negligence of the defendant company in failing to comply with the provisions of the Act and regulations as to life-saving apparatus other than life-buoys and life-preservers.

(Sturgeon v. Port Burwell Fish Co.; 12th June 1906; Divisional Court.)

Conviction under Alien Labour Act Sustained.

In the case noted in the Labour Gazette for February, 1906, an effort was made by defendants to upset the conviction, on the ground, amongst others, that the court had no jurisdiction where the illegal act complained of had been committed outside the Dominion of Canada. The matter has been disposed of by a Divisional Court, before which the appeal came, the result being that the motion to quash the conviction has been dismissed, the court holding that upon the evidence there had been a violation of the provisions of the Act.

(Rex v. Union Life and Evans; 22nd October 1906; Divisional Court.)

In connection with the case Rex vs. Menzies under the Alien Labour Act, a cheque for $25.00, being one-half of the fine imposed, was forwarded from the Department of Finance, Canada, to the Department of Labour on October 15, and was transmitted by the latter department to the solicitors for the informant, Toronto, on October 16.

Defective Machinery.

A settlement of an action of an infant suing by next friend against defendants for damages sustained by him while in their employ has been sanctioned by the court on behalf of the infant. Plaintiff was an oiler in defendants' employment, and while engaged in the performance of his duties was, on March 22, 1906, struck on the head by a large bobbin filled with binder twine that broke loose from its fastenings while revolving at a high rate of speed, by reason of which plaintiff has since been incapacitated from continuing his former or any laborious employment. Judgment was granted, pursuant to terms of settlement, for plaintiff for $700, which includes $175 for doctor's fees, $85 for costs, and $15.50 for hospital fees.

(Jewitt v. Canadian Cordage Co.; 19th October 1906; Mabee, J.)

Action for Damages Dismissed on Ground of Deceased's Own Negligence.

An action was brought under the Fatal Accidents Act by the widow and administratrix of one John Hammill, a yardsman in the employ of one of the defendants, a railway company. Hammill was killed by being crushed between a car and a stone wall erected by the other defendants, the corporation of the city of Hamilton, The city corporation have a city yard into which a switch from the railway runs, passing a coal shed on the curve. On the opposite and concave side of the track the city corporation erected a stone wall eight days before the accident. Plaintiff alleged that this wall was negligently built, and that it was placed so close to the track that it was a trap for brakemen or others who had to place cars in the city yard. On July 4, 1905, the deceased had been ordered by the yardmaster of the railway to place a car in the yard, and in so doing he was caught between the side of the car and the wall, the space being only about ten inches, and received injuries from which he died a few days later.

On an appeal by the city corporation from the verdict and judgment for plaintiff at the trial, a Divisional Court held that assuming that the city corporation, having knowledge of the usual practice of yardsmen in placing cars, and in so doing of occupying the land where the wall stands for the purpose of signalling the engine driver, negligently placed the wall where it is so as to endanger the yardsmen when placing cars, yet the deceased might have taken another method of sig-

* Page 943.

* See *Labour Gazette* for March 1906, p. 1059.

malling; he chose to place himself in a position of danger with a knowledge of the facts, where injury was inevitable and was the cause of his own injury; he stepped in the way of danger, needlessly and thoughtlessly, and that was the immediate cause of the injuries which he received. In the result the action was dismissed with costs.

(Hammill v. G. T. R. Co.,& City of Hamilton; October 19, 1906; Divisional Court.)

Bartender Fined for Not Having License.

One Robert Henry, a bartender in the employ of the proprietor of an hotel, has been fined under the new license law, which requires all bartenders to be licensed. The proprietor of the hotel was also fined for permitting the bartender to sell drinks over the bar without a license. In each case a fine of $10 was imposed.

(Rex v. Hassell & Henry; 8th October 1906; Beeman, P. M.)

Damages Awarded to Widow of Workman.

At the Brantford Fall Assizes a jury awarded Mrs. Samuel Muma $3,500 damages for the death of her husband last July, while working on a C.P.R. pile-driving train. Muma was killed in a collision between two working trains near Galt.

(Muma v. C. P. R. Co., ; October 23, 1906.)

Appeal from Verdict Dismissed.

An appeal from the verdict and judgment at the trial in favour of plaintiff for $150 in an action brought under the workmen's compensation act has been dismissed by a Divisional Court. Plaintiff was engaged as a workman in defendants' factory at Belleville, operating a Bliss drawing press for making vessels out of metal, and lost his hand, by reason, as he alleged, of a defect in the machine. The jury found that the tripping part of the machine was defective. Defendants contended that there should have been a nonsuit, and that if there was any evidence to go to the jury, it was not sufficent to warrant the jury in finding as they did.

(Simmons v. Chown; September 20, 1906; Divisional Court.)

Damages Due to Collapse of Roof.

Judgment was given at the Ottawa Assizes in favour of plaintiff awarding him $880 damages for injuries sustained owing to the collapse of the Ottawa fat stock building in March last. Plaintiff was an employee of the defendants, who had the contract for the steel work. He was on the roof of the structure when it collapsed, and received serious injuries.

(Finn v. Locomotive & Machine Co. of Montreal, Ltd.; September 24, 1906.)

MANITOBA CASES.

Complaint under Alien Labour Act Dismissed.

During the month of August a charge laid against one Charles Rivercombe by H. P. Leonard for a breach of the Alien Labour Act was dealt with by the Police Magistrate at Winnipeg and was dismissed, the prosecution failing to sustain the charge. The charge against the defendant was that, contrary to the provisions of the Act, he had imported two plumbers into Winnipeg from the United States. The evidence showed that the fare to come to Winnipeg had been supplied to the men by one A. E. Young of Minneapolis. Though Young had had some conversation with Rivercombe, who had been in Minneapolis, the prosecution failed to show any connection between Young and Rivercombe. Young, in the witness box, admitted paying the fares of the men, but stated that he frequently "grubstaked" men who came to Minneapolis without money, and this was practically the same thing. He denied that he was acting in any way for Rivercombe or that the latter knew anything about the men coming to Winnipeg. It was on his own respon-

sibility, and he took chances as to whether he would get back the money he had advanced. Several other witnesses were examined, but nothing material was elicited.

(Rex v. Rivercombe; August 13, 1906; McMicken, P. M.)

Strikers Fined for Besetting.

A case arising out of the plumbers' strike at Winnipeg was disposed of in the police court in August last. Eight of the strikers were charged with besetting and interfering with plumbers brought into the city from elsewhere. In the result four of the defendants were fined $5 and costs each, the others being discharged. In passing sentence the magistrate stated to the accused that while they had a right to go on strike they had no right to try to prevent other men from working.

(Rex v. Pohlman et al.; August 28, 1906; Daly, P. M.

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THE

LABOUR GAZETTE

DECEMBER, 1906.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF NOVEMBER, 1906.

I.—GENERAL SUMMARY.

FAVOURABLE weather during the first half of November enabled rapid progress to be made in all outside branches of employment. Railway construction work and building were advanced with as much speed as possible, in anticipation of the advent of cold weather. The area of land prepared for next season's crop was estimated to be greater than in any previous year. Transportation companies had a very busy month. In the closing weeks of the month a number of labourers were rendered idle at several points by the cessation of civic improvement work, railway construction, sawmilling, etc. Large numbers of these, however, were given immediate employment in the lumber camps, the demand for men in this connection being very active, and having a widespread effect on the general market for labour. The manufacturing industry continued very busy, and mining compared favourably, both in production and outlook, with the corresponding month in previous years. The outlook for general employment during the coming winter season was regarded as very favourable, in view of the large amount of work begun or projected, and the general prosperity of trade and industry.

Changes in Wages and Hours.

The following is a statement by industries and groups of trades of the more important changes in wages and hours reported to the Department of Labour in November:—

Lumbering.—Increases in the rate offered to lumbermen engaging for work in the woods were reported in Quebec, Ontario and the North-west provinces. In New Brunswick wages offered were reported higher than in many years past.

Mining.—Smelter employees at Greenwood, B. C., including loaders, blacksmiths' helpers, furnacemen's helpers, unskilled labourers, etc., received an increase in wages.

Building.—Carpenters (300) at Calgary, Alta., obtained a new schedule involving an increase of 5 cents per hour to a minimum of 35 cents per hour, and the establishment of an 8 hour day.

Metal, engineering and shipbuilding.—Blacksmiths at Edmonton, Alta., had their wages increased from $2.75 to $3.25 per day, and their hours of labour decreased from 10 to 9 on November 1. Machinists at Toronto, Ont., obtained an arrangement whereby they will be paid time and a quarter for overtime, including Saturday afternoons. Horseshoers at Toronto, Ont., were granted an increase to a rate of $15.00 per week of 50 hours for firemen, and $13.50 per week for floormen, with time and a half for overtime. Iron moulders at Victoria, B. C., received an increase in wages from $3.50 to $3.75 per day of 9 hours.

Street railway employees.—The Montreal Street Railway Company will increase the wages of conductors and motormen, from January 1, 1907, by 1 cent per hour. Employees in the service

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

of the company for the first and second years will receive 18 cents per hour; for the third, fourth and fifth years, 19 cents, and after five years, 20 cents per hour. During the first two years the men will pay half the cost of their uniforms; the company after three years will supply uniforms free. The hours of street railway employees at Niagara Falls, Ont., were reduced to 10¼ per day, the rate being 18 cents per hour.

Railway employees.—Car shop employees (48) of the Pere Marquette Railway Co. had their wages increased three-fifths of a cent per hour. Telegraph operators (12) employed by the same company received an increase of $5 per month, to a minimum rate of $45 per month and a maximum a rate of $60.

Miscellaneous.—The wages of Chinese laundrymen (60) at New Westminster, B. C., were increased from $15 to $25 per month.

A number of cases were reported to the Department of early closing arrangements adopted for the summer months being continued during the winter season.

Cost of Living.

Foodstuffs, including farm and dairy produce, continued high in price. Milk showed further advances at several points, and hay was upwards. Heavy receipts of hogs, however, caused a decline in the prices offered. The general tendency of groceries, including canned goods, dried fruits, rice, tapioca and lard, was upwards, owing in part to the prevailing scarcity of freight cars for distribution purposes. Sugar, however, showed a decline. The restricted movement of western wheat caused unsettled conditions in the market, and flour prices were uncertain. Textile goods were very firm, cotton maintaining recent advances based on the high cost of raw material and the high price and scarcity of labour. Transactions in wool were active with prices steady. Linens were firm. Boot and shoe prices were upward. Conditions in the metal market were unchanged, though pig iron, pig lead and ingot tin advanced in price. Bricks showed an advance in some localities owing to the activity of the demand. Rentals showed further advances at several points.

Interruptions to Industry.

The number of trade disputes in existence during November, 1906, was 7 more than in October, 1906, and 11 more than in November, 1905. There was a decrease of about 3,250 in the number of working days lost compared with the preceding month, and an increase of about 71,920 working days lost compared with November, 1905.

Owing to the prolonged strike of coal miners at Lethbridge, Alta., a severe scarcity of fuel prevailed, throughout the southern portion of Alberta and in Saskatchewan.‡

In the opening week of November certain differences between the Dominion Coal Company, and the Dominion Iron and Steel Company arising out of the interpretation of a contract entered into during 1903, respecting the supplying of coal by the former to the latter company, caused an interruption to industrial activity in Cape Breton, N. S. The output of coal was only slightly affected, but the operations of the Iron and Steel Company were greatly curtailed. Certain industries dependent on the Steel Company for material suspended operations, and a considerable number of men were laid off. The effect upon general business was also disturbing.*

Among industrial establishments, etc., destroyed or damaged by fire, or through other causes, during November, the following, as reported in the press of the Dominion, may be mentioned:—

Nova Scotia.—Post office at Sandy Cove; No. 3 mine at Springhill; business block at Sydney.

Prince Edward Island.—The steamship "Turret Bell" of Inverness, N.S., was wrecked on Nov. 2.

New Brunswick.—Hotel and church at Grand Falls, loss, $30,000; machine shop, laundry and factory at St. John, loss, $24,300.

Quebec.—Bakery at Coaticook; Business portion of village and lumber yard at Daveluyville; stable at Grondines; water reservoir of the E. B. Eddy Company, Hull, loss, $1,500; tailor shop and stock at Lachine, loss, $2,000; patent medicine warehouse at Montreal, loss, $5,000; fur factory at Montreal, loss$5,000; saw mill and lumber at Quebec, loss, $60,000; livery stable at Quebec,

‡ See reports of Brandon, Man., Moose Jaw, Sask., Calgary. Alta., and Edmonton, Alta., correspondents. See also special article dealing with settlement of this dispute under the Conciliation Act. 1900.

* See report oj Sydney, N.S., correspondent.

stores at Quebec, loss, $4,000; rubber factory at Quebec, loss, $10,000; convent at Ste. Angele, loss, $3,000; sash and door factory at Terrebonne, loss, $1,500.

Ontario.—Oil tank containing 600 barrels of crude oil at Chatham; two stables and contents at Clinton; dairy plant at Cobalt, loss, $2,000; grain elevator at Fort William, loss, $20,000; railway dock at Fort William; railway repair and blacksmiths' shop at Hamilton, loss, $10,000 stables and contents at New Hamburg, loss, $3,000; stores, etc., at Port Rowan; two stores at Sarnia, loss, $3,000; business portion of Sturgeon Falls, loss, $40,000; Rossin House Hotel at Toronto, (partial), loss, $2,500; brick plant at Toronto, loss, $10,000; G.T.R. ice-house at Toronto, loss, $2,000; business block at Toronto, loss, $30,000; carriage works at Woodstock.

Barns and contents at Belleville, Dresden, Prescott, Stamford, St. Catharines and Thurlow.

The following vessels were also wrecked: Steamer "James Swift" in the St. Clair River; steamer "Strathmore" with 34,000 bushels of wheat; off Michipicoten Island,; steamer "Theano" with iron rails off Thunder Cape, Lake Superior; the schooner "Resolute" off Toronto; and the steamer "J. H. Jones" in the Georgian Bay.(‡)..

Manitoba.—Flour mill at Harding, loss, $24,000; Leland hotel at Glenboro; stable and store at Plum Coulee, loss, $2,000.

Saskatchewan.—General store and stock at Gull Lake ; Windsor Hotel, at Regina loss, $125,000. Union Supply Company's premises at Rosthern, loss,t$15,000.

British Columbia.— Business portion of Blaine, loss, $50,000; business portion of Fort Steele, (12 buildings); sash and door factory at Vancouver, loss, $40,000; bunk-house at Ymir.

Conditions in the Industries and Trades.

Conditions of employment during November in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the Labour Gazette, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Weather conditions were favorable, especially during the first half of the month, and good progress was made with ploughing, threshing and other work of the season. In western Canada the area prepared for next year's crop was reported to be greater than in any previous year, the marketing of grain having been in some localities suspended in order that full advantage of the favorable weather conditions might be taken. Outside operations had for the most part been completed by the closing week of the month.

Receipts of wheat at Fort William and Port Arthur, Ont., during October, were 8,727,606 bushels, compared with 11,541,937 bushels during October, 1905. Shipments of wheat, also, showed a decrease of 3,110,168 bushels, compared with October, 1905. The grain, however, still continued to go forward at country points in the west in unusual volume, though the shortage of cars and a heavy snow storm on November 15, impeded deliveries.

The cheese manufacturing season, which closed during November has been a very active one, and it is estimated that as a result of the unusually high prices which prevailed, the profits accruing to the farmers have been greater than in any previous year. The total value of the product was stated to be in the neighborhood of $32,000,000, of which $25,000,000 represented cheese and $7,000,000 butter. The average price for cheese was about 2 cents per pound higher than last year, and the average price of butter about ½ cent per pound higher. A feature of the season was the exceptionally heavy consumption of Canadian cheese in Great Britain.

Apple prices in Great Britain have been well maintained. It was estimated that over 300,000 barrels were in storage in Ontario and a like quantity in Nova Scotia.* The British Columbia fruit crop has been heavy, and good prices have been obtained.

A shortage in the honey crop was reported, and prices were correspondingly advanced. Eggs and dairy produce were high in price during November.

Delegates from the Experimental Union of the Province of Quebec held a meeting at Ottawa, on October 31. At the third Ontario Horticultural Exhibition of fruit, flowers, vegetables and honey, held at Toronto, the number of entries were 1500 more than last year. The annual convention of the Fruit Growers' Association of Ontario was held at Toronto.

Fishing.

Heavy gales on the Atlantic coast interferred with fishing in the opening weeks of the month. The catch of cod and hake on the northern and western

(‡) See industrial accidents article in present number.

* See report of Halifax, N.S., correspondent.

coasts of Cape Breton was fair. A shortage in the receipts of salt cod at Nova Scotia fishing centres was reported, with prices very firm for all lines of cured fish. Notwithstanding, the advance of the season, mackerel were taken in fair quantities, and market conditions were very favorable. Off the Magdalen Islands, the total catch of mackerel has been lighter than was expected, and the lobster catch was also below the average, though prices have been good. Shipments of oysters from the Maritime provinces were somewhat light, with values high.

Some heavy catches of herring and other fish were reported on Lakes Erie and Superior.

On the Fraser river, the run of cohoes was prolonged to an unusually late date, the price paid fishermen being 20 cents per fish. Exports of tinned salmon have been considerably lighter during the past two months than during the corresponding period of 1905. Herring fishing off Vancouver Island was becoming busy, and preparations for a very active season were under way. The Behring Sea Sealing fleet returned during November, 17 schooners employing 200 white men and a slightly larger number of Indians having been engaged this year. The total catch, including the British Columbia coast catch and the Behring Sea Catch, but exclusive of the catch of certain Indians, was about 9,975 skins, compared with 13,000 in 1905. With the prevailing high prices, the season has been a profitable one. It was stated that accidents were fewer than in previous years.

Lumbering.

The demand for men to work in the woods during the coming winter season had a marked effect on the general market for labour in New Brunswick, Quebec, Ontario and the western provinces. Large number of men thrown out of work by the closing of the saw-mills and the cessation of railway construction, civic improvements, etc., were in this way afforded employment. Among the localities particularly affected by the demand for men mention may be made of the Miramichi Valley, central and southern Quebec, the Ottawa Valley, Port Arthur, Winnipeg and Edmonton. The general outlook was that the cut, under favourable weather conditions, would be fully equal to that of the past year, the general demand for lumber being active both in the home and foreign markets.

The Nova Scotia Lumbermen's Association held a meeting at Halifax.*

It was stated that lumber rafting operations on the St. John river during the past season had been much more extensive than in 1905, over 12,000,000 feet of logs having been rafted in 1906, compared with about 7,000,000 in 1905. It was said that the lumber cut in New Brunswick would be affected by the shortage in labour and the high rate of wages. The outlook for saw-milling in New Brunswick during the coming winter season, however, was very favourable.

In British Columbia, wet weather interfered with logging. Notwithstanding the scarcity of logs reported earlier in the season the latest returns relating to log scaling showed a heavy increase compared with 1905. The mills were working to their full capacity, though shipments to the prairie provinces had fallen off owing to the approach of winter. The foreign demand, however, continued active and the general depletion of stocks made the outlook for a busy winter season very promising.

The following wages were reported as current in the logging camps of British Columbia:—

Teamsters	$60.00	to	$80.00	per month	& board.
Engineers	70.00	to	80.00	"	"
Boomsmen	55.00	to	60.00	"	"
Hook tenders	4.50	to	5.00	per day	"
Head fallers	4.00	to	4.50	"	"
Second fallers	3.50	to	3.75	"	"
Barker	3.25	to	3.50	"	"
Buckers	3.25	to	3.75	"	"
Road linemen	3.25	to	3.75	"	"
Line horsemen	2.50	to	3.00	"	"
Head skidders	4.00	to	4.50	"	"
Head swampers	3.00	to	3.50	"	"
Swampers	2.75			"	"
Snipers	3.25			"	"
Rigging slingers	3.75			"	"
Chasers	3.75			"	"
Firemen	2.75			"	"

* See report of Halifax correspondent.

Exceptionally skilled workmen may obtain more than the above, while inexperienced help commands less. Men were reported somewhat scarce, especially competent buckers and barkers.

Mining.

The supply of labour in the Cape Breton Collieries was more plentiful than for some weeks past, and it was expected that no further difficulty would be experienced. The October output of the Dominion, Intercolonial, Acadia, Nova Scotia and Inverness coal companies showed heavy increases compared with 1905. The Cumberland Coal Company showed a decrease during October, but an increase for the first ten months of the year. The differences between the Dominion Coal Company and the Dominion Iron and Steel Company had only a slight effect on coal production, and the outlook for the winter season in Nova Scotia coal mines is exceptionally favourable. In Quebec and eastern Ontario the cold weather affected operations in the asbestos, mica and other mines, though production, compared with the corresponding period in previous years, continued heavy. Development work and shipping continued very active at Cobalt, Ont. Shipments of ore over the Temiscamingue and Northern Ontario Railway during October, showed a total of over 1,120 tons. It was estimated that the total value of ore shipped from Cobalt during the first ten months of the present year was in the neighbourhood of $2,400,000. For the Province of Ontario as a whole recent returns forwarded to the Bureau of Mines, show a considerable increase in mineral production during 1906, compared with 1905. The settlement of the strike of coal miners at Lethbridge, Alta., under the Conciliation Act, caused an active resumption of operations at that point.** In British Columbia, the settlement of the strike of employees of the Crow's Nest Pass Coal Company at Fernie, B. C., had a beneficial effect both directly upon the output of coal and indirectly upon the metaliferous mines and smelters of the Kootenay and Boundary districts dependent on this company for their supply of coke. Shipments from the Rossland and other camps were heavy and development work very active. On Vancouver Island coal mining was very busy. Skilled miners and timbermen and ordinary mine labourers, classed as *muckers*, were reported in demand at several points in the province. The first report of the Consolidated Mining and Smelting Company of Canada, organized in 1905 to take over the Trail, B. C., smelter and the War Eagle, Centre Star, St. Eugene and other mines, showed that 157,640 tons of ore were smelted. The actual cost of mining, smelting and shipping was $2,942,809.18. The surplus over cost of production was $702,945.

Manufacturing.

Manufacturing establishments continued very busy. There was a slight falling off in the production of light lines in Ontario, but the output of heavy goods was on an exceptionally large scale. A number of factories closed down for stock taking purposes, but the period during which operations were suspended was shorter than in ordinary years owing to the large amount of orders on hand. A scarcity of female factory employees was reported at certain points in Ontario. Several companies announced that an enlargement of premises had become imperative to meet the demands for their goods. The closing down of the Dominion Iron and Steel Company's works at Sydney, N. S., caused a considerable diminution in the production of iron and steel during November.*

Railway Construction.

Railway construction was more active during the past few weeks than at any previous time during the year, work being rushed with all possible speed in anticipation of the advent of the winter season. Labour was still in active demand at several points, as high as $2.50 per day being offered in Ontario for construction labour-

** A special article dealing with the negotiations which led to the settlement of this strike is published elsewhere in the present issue.

* See statement above; also report of Sydney, N.S. correspondent.

TABLE SHOWING STATE OF EMPLOYMENT IN CANADA

[This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, in the several trades and industries throughout the Dominion. This table has reference only to the amount of treated under separate headings in the *Gazette*. In tabulating the information in question the terms employed able or unfavourable, as follows: (1) active, busy, very busy, (2) quiet, dull, very dull.]

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Active	Active	Active	Very busy	Very busy	.....	Active
Halifax	Busy	Active	Busy	Active	Active	.....	Active
Amherst	Busy	.....	Busy	Active	Very busy	.....	Very busy
Prince Edward Island—							
Charlottetown	Quiet	Quiet	.....	.....	Active	.....	Busy
New Brunswick—							
Moncton	Active	Active	Very busy	.....	Busy	Active	Busy
Chatham	Active	Busy	Very busy	.....	Active	.....	Busy
St. John	.....	.....	Very busy	Busy	Busy	.....	Busy
Quebec—							
Quebec	Dull	.....	Very busy	.....	Active	Very busy	(1) Active
Sherbrooke	Busy	.....	Very busy	Very busy	Very busy	Very busy	Busy
St. Hyacinthe	Busy	.....	.....	.....	Very busy	.....	Quiet
Montreal	Active	.....	.....	.....	Busy	.....	Very busy
Hull	Active	.....	Busy	Very busy	Busy	.....	Busy
Ontario—							
Ottawa	Dull	.....	Very busy	.....	Busy	.....	Very busy
Kingston	Active	Dull	Quiet	Active	Busy	Active	Active
Belleville	Active	Active	Quiet	Busy	Busy	Active	Busy
Peterborough	Busy	.....	Very busy	Busy	Very busy	Busy	Busy
Toronto	Busy	.....	.....	.....	Active	Busy	Very busy
Niagara Falls	Active	Busy	.....	.....	Busy	Busy	Very busy
St. Catharines	Very busy	.....	.....	.....	Active	.....	Busy
Hamilton	.....	.....	.....	.....	Busy	.....	Active
Brantford	Busy	.....	.....	.....	Busy	Busy	Very busy
Guelph	Active	.....	.....	.....	Active	.....	Busy
Berlin	Quiet	.....	.....	.....	Very busy	.....	Very busy
Woodstock	Busy	.....	.....	.....	Very busy	.....	Busy
Stratford	Busy	.....	.....	.....	Busy	.....	Busy
London	Busy	.....	.....	.....	Very busy	Busy	Very busy
St. Thomas	Quiet	.....	.....	.....	Busy	Busy	Busy
Chatham	Quite	Busy	.....	Busy	Active	Quiet	Quiet
Windsor	Busy	.....	.....	.....	Very busy	.....	Very busy
Sault Ste. Marie	.....	.....	Busy	Active	Busy	.....	Active
Port Arthur and Fort William	.....	.....	Very busy	Busy	Busy	Very busy	Busy
Manitoba—							
Winnipeg	Busy	.....	Busy	.....	Very busy	Very busy	Very busy
Brandon	Very busy	.....	Busy	.....	Busy	Busy	Very busy
Saskatchewan—							
Moose Jaw	Very busy	.....	.....	.....	.....	Very busy	Busy
Alberta—							
Edmonton	Busy	.....	Very busy	Very busy	Busy	Busy	Very busy
Calgary	.....	.....	Very busy	Dull	Busy	Very busy	Very busy
British Columbia—							
Nelson	Busy	.....	Very busy	Very busy	.....	.....	.....
New Westminster	Busy	Active	Very busy	.....	.....	.....	Active
Vancouver	Active	Active	Very busy	.....	Active	.....	Busy
Victoria	Active	Active	Very busy	Busy	Very busy	.....	Active
Nanaimo	Quiet	Active	Very busy	Busy	.....	Active	Quiet

(1) Bricklayers and masons quiet.

DURING THE MONTH OF NOVEMBER, 1906.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, SERIES G., No. 36.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment employment prevailing, no account being taken of wages changes, trade disputes and kindred phenomena are divided into two groups, the order indicating in each the degree to which general conditions were favour-

Metal, Engineering-Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	Active	Very busy
Active	.....	Quiet	Active	.....	.....	Busy	Busy	Active
Very busy	Busy	Very busy	Busy	.....	.....	Busy	.....	Very busy
Active	Active	Busy	Active	Active	Active	Active	Active	Busy
Active	Very busy	Busy	Active	Active	Quiet	Busy	Active	Busy
Active	Active	Active	Active	Active	Active	Active	Active	Busy
Active	Busy	Busy	Busy	Busy	.....	Busy	Busy	Very busy
Active	.....	Active	Active	Active	Active	Active	Active	Active
Busy	Busy	Busy	Busy	Busy	.....	Busy	Active	Very busy
Busy	Busy	Active	Busy	Active	Very busy	Busy	Busy	Busy
Very busy	Busy	Active	Very busy	Active	Active	Busy	Busy	Very busy
.....	.....	.....	.....	.....	.....	Very busy	.....	Quiet
Busy	Busy	Busy	Active	.....	.....	Busy	Busy	Active
Active	Active	Active	Active	Quiet	Active	Busy	Active	Busy
Busy	Active	Active	Busy	Active	Busy	Busy	Active	Busy
Active	Active	Active	Busy	Busy	Active	Very busy	Active	Busy
Active	Busy	Active	Active	Busy	Active	Busy	Busy	Quiet
Busy	.....	Active	Busy	Quiet	.....	Active	Busy	.....
Active	Active	Busy	Active	Active	Active	Busy	.....	Busy
Active	Active	Very busy	Active	Active	Active	Active	Busy	Quiet
Very busy	Very busy	Very busy	Busy	Quiet	Busy	Busy	Busy	Very busy
Active	Active	Active	Busy	Busy	.....	.....	.....	Quiet
Active	Busy	Very busy	Busy	Active	Active	Busy	.....	Active
Active	Very busy	Busy	Busy	Busy	Active	Very busy	Active	Dull
Active	Busy	Active	Busy	Active	Active	Busy	Busy	Quiet
Busy	Busy	Very busy	Busy	Very busy	Busy	Busy	.....	Busy
Busy	Active	.....	.....	.....	.....	Very busy	.....	Very busy
Active	Active	Busy	Active	Busy	Quiet	Active	Active	Busy
Active	Busy	Active	Active	Busy	.....	Busy	Active	Busy
Active	Active	Active	Active	Active	.....	Busy	Active	Active
.....	.....	.....	.....	.....	.....	Very busy	.....	Busy
Busy	Very busy	Very busy	Busy	Busy	.....	Very busy	.....	Busy
Active	Active	Active	Very busy	Busy	Quiet	Busy	Busy	Busy
Active	Active	Busy	Busy	Busy	Busy	Busy	Active	Very busy
Busy	Busy	Busy	Busy	Busy	Busy	Busy	Busy	Active
Busy	Busy	Busy	Busy	Busy	Busy	Very busy	Busy	Active
.....	.....	.....	.....	.....	.....	.....	.....	Very busy
Active	Active	Active	Active	Active	Active	Active	Active	Busy
Busy	Active	Busy	Quiet	Active	.....	Busy	Active	Busy
Active	Active	Busy	Busy	Active	Busy	Active	Active	Active
Active	.....	Active	.....	.....	.....	Quiet	.....	Busy

ers. In the second half of the month, operations were curtailed owing to the cold weather, but steel-laying was still in progress in Western Canada and bridge building and other operations will be continued by a number of contractors throughout the winter. The work of the surveying parties will also be continued during the winter in many sections. At Prince Rupert, the civic terminus of the National Transcontinental Railway, industrial developments were reported active, with the population rapidly increasing. Some heavy contracts for railway ties to be used in construction during 1907, were made by the Temiskaming and Northern Ontario, the Canadian Northern, and other Railway Companies. It was announced that the Canadian Northern Railway would apply for permission to construct a number of additional branches in western Canada, during 1907, including one from Battleford westward a distance of 100 miles, one from Strathcona to Calgary, and one from a point near Edmonton to a point on the Pacific coast.

General Transport.

Railway traffic, both freight and passenger, continued exceptionally heavy, and employees of all classes had a very busy month. Railway earnings continued to show an increase as compared with last year; the Government railway system showed a considerable surplus. Car shop employees were busy on the construction of new rolling stock.

The shortage of cars reported during October in Ontario and the North West provinces continued during November, and caused considerable inconvenience at certain points to trade and industry. The forwarding of the western grain crop to the head of the lakes was delayed, and the distribution of manufactured goods interfered with. Owing to the number of complaints received from individual and public bodies in this connection by the Board of Railway Commissioners for Canada, the Board instructed its assistant engineer at Winnipeg, to look into the complaints referred to, interview the head officials of the railway companies, and report upon the matter at the earliest possible date. The assistant engineer was empowered to call witnesses and take such evidence as might be necessary. The complaints received by the Board originated in many instances with hay shippers.

Steamboat passenger traffic had ceased and the crews were laid off. Freight traffic on the great lakes, however, was very heavy, though interrupted by storms which caused the loss of a number of vessels. Navigation closed at several points in the closing week of November. Canal traffic at Sault Ste. Marie, Ont., has been heavier than in any previous year. Inland waterway trade at Montreal also showed a heavy increase. Final statistics with reference to shipments at the Port of Montreal during the navigation season of 1906, were not obtainable, but it was stated that the number of sea-going steamers would show a small decrease though the tonnage of vessels and the revenue of the port had increased.

The fourth annual report of the Canadian Northern Railway Company showed total net earnings of $5,903,755.61 with working expenses amounting to $3,674,732.43. It was stated that during the year the mileage of the company under operation had been very largely increased, and that traffic had shown a heavy increase. Gross earnings during the months which have elapsed since the close of the fiscal year are stated to have exceeded the earnings of the same months of last year by $691,600.

The regular passenger service over the Canadian Northern Ontario Railway from Toronto to Parry Sound, Ont., was inaugurated on November 19. The schedule calls for one train daily each way, the distance being 149 miles.

Street railway companies continued to report heavier earnings than at the corresponding period of 1905.

The Trades.

Building.—In the larger centres building operations were limited only by weather conditions and the supply of skilled labour available, though in some localities outside work had been completed. The outlook for the inside

branches during the coming winter season was most favourable. The amount of building unfinished or projected also indicated a continuance of activity during the spring of 1907. Bricklayers, masons, stonecutters and builders' labourers were the only classes reporting quiet conditions during November.

Metal, engineering and shipbuilding.—Metal workers of all classes had a good month. Electrical workers and linemen were slack in some localities through weather conditions. The construction of telegraph and telephone lines had for the most part ceased for the year. Shipbuilders were active on repairs, and in Nova Scotia a number of new vessels were launched.*

Woodworking and furnishing.—Employees in planing mills, sash and door factories and other woodworking establishments had a busy month. Furniture makers, carriage and waggon makers, car builders, varnishers, polishers, etc., were busy. Coopers were well employed though their season of greatest activity had closed.

Printing and allied.—Printers, pressmen, electrotypers, stereotypers and bookbinders were very busy.

Clothing.—Journeymen tailors were busy on winter clothing. Garment workers, hat, cap and glove makers were very busy. It was between seasons with manufacturers of boots and shoes, but sorting orders were good, and the trade outlook favourable.

Leather.—Owing to the unsettled condition of the hide and leather market, tanners were curtailing production in many localities. Trunk and bag workers had a good month.

Food and tobacco preparation.—Bakers had a busier month than in October, 1906, or November, 1905, and the class of trade was reported as showing improvement. Confectionery establishments were in the midst of their busiest season, the demand for staple and holiday goods being reported exceptionally heavy. Butchers had a good month, and cigar makers a fair month.

Miscellaneous.—Retail clerks, and hotel, restaurant and theatre employees, were very busy. A scarcity of clerks for banks and mercantile establishments was reported throughout Canada. Domestic servants were also very scarce.

Unskilled labour.—The completion of civic improvements and other outside work owing to the advent of cold weather caused a slackening in the demand for this class, though, as compared with the corresponding period of previous years, conditions were very favourable.

* See report of Halifax correspondent.

Canadian Trade and Revenue.

Foreign trade.—During October, 1906, the total value of imports, entered for consumption was $31,729,831, compared with $24,906, 826 in October, 1905. For the four months ending October 31, 1906, total imports amounted to $111, 871,358, compared with $92,899,671 during the corresponding period of 1905. Total domestic exports during October, 1906, amounted to $26,880,090, compared with $30,092,699 in October, 1905. For the four months ending October, 31 1906, the total exports were $88,818,114, compared with $82,718,288 during the corresponding period of 1905. The chief declines in exports during October were under the heading of agricultural and mining products. Products of the forest showed a gain. The chief increases in exports during the four months' period were under the headings of "The Forest" and "Animals and Their Produce."

Openings for flour, copper and fertilizers in Japan, and for lumber and fish in Mexico were reported. Hay and logs were reported scarce in Norway and Sweden.

Imperial trade.—According to reports of Canadian commercial agents received at the Department of Trade and Commerce, Canada, openings for Canadian canned goods, apples, bacon, eggs, soap, hops, spade handles, calcium carbide, pit props, hay and grindstones were reported in Great Britain. In South Africa pork, brooms and lard oil from Canada were meeting improved market conditions. Canadian lumber, motor cars, chairs and furniture were in good demand in Australasia. In Trinidad, a good market for soap and table butter was reported, and

in Newfoundland, ash staves for fish drums were in demand.

Domestic trade. — General buoyancy characterized trade, wholesale and retail, throughout Canada during November, Favourable weather stimulated the movement of dry-goods, and the approach of the holiday season was felt in several lines, a number of jewellery and novelty establishments being already oversold. Wholesalers also reported spring orders satisfactory. Prices were exceptionally firm, the prevailing car shortage having delayed deliveries, especially in the North-west provinces. In British Columbia the month was very favourable, and collections were generally fair. The outlook at the close of the month was for an exceptionally heavy holiday trade.

The Canadian bank statement for October, 1906, showed total assets of $935,313,464, compared with $899,494,394 in September, 1906, and total liabilities of $764,655,672, compared with $730,136,-124 in September. Notes in circulation amounted to $86,304,765 and deposits payable on demand to $181,408,733.

The annual statement of the Bank of Montreal for the year ended October 31, showed that $1,000,000 had been added to the rest fund. For the first time in the history of the bank current loans and deposits exceeding $100,000,000, aggregating $101,814,453, compared with $88,591,793 last year. The Sovereign Bank of Canada during the fiscal half-year ending October 31, increased its note circulation by 83 per cent., compared with the preceding year; deposits also showed a large increase.

Canadian revenue.—Canadian revenue during November amounted to $7,639,-655.94, compared with $6,764,054.42 in November 1905. For the five months ending November 30, 1906, the total revenue was $36,522,516.00, compared with $31,562,533.59 during the corresponding period of 1905.

The total expenditure on capital account during November was $1 316,-462.75, of which the leading items were:— Public Works, railways and canals, $980,-956.65, bounties, $133,025.63 and railway subsidies $101,479.70.

Notes.

The fourth annual *distribution of profits* was made. by the British Columbia Electric Railway Company.†

A deputation waited upon the Hon. Provincial Secretary of Ontario, requesting that action be taken to prevent the employing of *minors* in the manufacturing and distribution of intoxicants.

During November the Allan steamer *"Bavarian"* which ran aground on Wye rock near the Quarantine station at Grosse Ile., Que., in the autumn of 1905, was successfully floated and towed to Quebec where she was beached awaiting repairs.

Notice was given in the Canada Gazette that application would be made to Parliament to enable the Grand Trunk Pacific Railway Company to establish a *pension or superannuation fund* for the benefit of its employees, and, if deemed advisable, the employees also of companies that it controls or operates. There is at present in existence on the Grand Trunk Railway system a superannuation fund to which employees contribute.*

The eleventh annual meeting of the Ontario *Lord's Day Alliance* was held at Toronto, on November 9. The first annual conference of the Ontario branches of the *United Garment Makers of America* was held at Stratford, Ont., on November 10. Delegates were present from nine unions in the province. The adoption of a uniform scale of wages was discussed.

The report of the *Free Municipal Labour Bureau* of Montreal, Que., for the 11 months commencing December 1, 1905, and ending October 31, 1906, showed that situations had been obtained for 2,935 persons, as follows:—

Farm labourers 581, barbers 3, scrub-women 70, servant girls 36, sewing girls 14, carpenters and joiners 48, coachmen and carters 42, male cooks 62, kitchen helpers 138, bakers 4, labourers 914, gardners 9, housekeepers 2, tailors 3, printers 37, waiters 17, painters 41, stable and yard men 46, female cooks 18, factory employees 13, plumbers 7, pressmen 8,

*See May, 1903, Vol. III., "Labour Gazette," page 900.

† See report of New Westminster, B.C., correspondent.

railway labourers 616, dining room girls 3, machinists 3, firemen 11, office boys 7, engineers 3, porters 3, bushmen 124, sick nurse 1, roofers 2, bricklayers 2, steamfitters 2, chambermaids 4, agents 17, harness maker 1, blacksmiths 2, wood turners 2, elevator boy 1, storeman 1, electricians 5, valet 1, oyster openers 3, sailor 1, accountant 1, grocery clerks 6.

It was further stated that the number of situations filled would have been increased had bushmen, railway and farm labourers been easier to procure, the demand for these classes exceeding the available supply by from 2,000 to 3,000. A constant scarcity of female servants was also reported. The general condition of employment was reported as active at reasonable wages.

The third Session of the Tenth *Parliament of Canada* was opened on Thursday, November 22. In the speech from the Throne reference was made to the prevailing prosperity of the country, the recent increases in the volume of Canadian trade and revenue and in the number of immigrant arrivals. Reference was also made to the investigation conducted by the Insurance Commission, the intended tariff revision, the re-adjustment of provincial subsidies, and the increase in the representation of the provinces of Alberta and Saskatchewan in the House of Commons. With reference to false representations to immigrants, in great Britain the following statement was made in the Speech:

> Many immigrants having in recent years been induced to come to Canada by false representations made in the United Kingdom' at the request of the Minister of Labour a clause has been added to the Merchants' Shipping Bill, now before the Imperial Parliament, for the punishment of any person who may be found guilty of that offense.

The Department of Marine and Fisheries, Canada, is at present operating 8 high power *wireless telegraph stations* and 3 lower power stations on the Atlantic sea-board, the former being situated at Partridge Island, N. B., Cape Sable, N. S., Fame Point, Que., Heath Point, Anticosti, Whittle Rocks, Newfoundland, Labrador Coast, Point Rich, Cape Ray, Cape Race, Newfoundland, and the 3 lower power stations at Cape Bear, P. E. I., Point Amour, Newfoundland-Labrador, and Belle Isle. All of these stations are maintained and operated by the Marconi Company for the Department of Marine at an annual cost of $3,500 each for the high power stations and $2,500 each for the lower power stations. Two to three operators are engaged at each station and are paid wages of from $40 to $65 per month, according to efficiency, all of the men being telegraph operators. The cost of the high power stations was, approximately, $10,000, and of the lower power stations, $5,000. The Department is at present installing two additional high power stations, one at Father Point, Que., and one at Clarke City, Que., which will be placed in operation on the opening of navigation next year.

The first annual report of *The Penny Bank of Toronto* covering the fifteen months ended June 30, 1906, was recently issued. The report describes the early operations of the bank in connection with the taking over of the Victor Five Cent Savings Association and the St. Andrew's Saving Association.** At the time the York County Loan Company went into liquidation the directors, with a view of helping the shareholders of the company and of securing them as depositors in the bank, offered to look after their claims, with the result that 483 shareholders, with claims amounting to about $16,000, took advantage of the offer. Branches have been opened at 41 Davenport Road, Evangelia House, in the public schools at Oakville, and in 29 additional public schools in the City of Toronto. Deposits have grown from $45,449.34 to $81,001.63, or about 77¾ per cent. In the schools alone there were 225,887 deposits made and 12,270 new accounts opened, the average amount of deposits being 20 cents. According to the Penny Bank Act, 95 per cent of the deposits are required to be placed in the hands of the Dominion Government. The Penny Bank of Toronto has deposited $6,000 more than was required in this way, its total deposits being nearly $2,000 more than was received from the depositors.

** A special article dealing with the establishment of the Penny Bank of Toronto, its operations up to the month of September, 1905, and the nature of the legislation under which it is incorporated, was published in the October, 1905, issue of the Labour Gazette (Vol. VI., No. 4) page 416.

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was less favorable during November. than in October. The cause of the change was a dispute between the Dominion Coal Company and the Dominion Iron and Steel Company, which considerably affected the operations of these very important concerns. The dispute arose over the refusal of the Steel Company to accept certain coal, as not being in accordance with an agreement signed between the Companies in 1903. As a result the works of the Steel Company were partially closed down, the coke ovens and two of the blast furnaces being banked, and the rail mill being seriously affected, though as many of the other departments as possible were kept running. A contract for 50,000 tons of coal was placed with the Nova Scotia Company and an additional contract made for coke. With the first arrival of these supplies, the coke ovens were re-opened. The open hearth furnaces, blooming billet and rod mills were kept in continuous operation. The rail mill re-opened on November 27. At the collieries the loss of time was considerably less, there being only one or two idle days at four collieries and this was in part due to interruption to shipping, caused by the stormy weather. Banking was commenced on November 15, being two months earlier than last year. The Steel Company was buying coal from different companies throughout the province, and a supply will have to be obtained from outside if the operations of the entire works are to continue. The blast furnaces of the Nova Scotia Steel Company, are being relined. The other collieries of the province reported an increase in trade as a result of the dispute. Reserve collieries were idle for a week owing to the burning of the bankhead. Part of the top and second lifts of No. 3 colliery Springhill had to be walled off owing to fire in the workings. Mabou collieries were shut down for the winter, but the other collieries worked steadily. The output of the Dominion Coal Company exceeds that of last year by 500,000 tons.

The Glace Bay Knitting Co., began operations during November. Five hands were employed, and others will be added as additional machinery is installed.

The Sydney Cement Company was closed down for a time owing to the difficulty between the Coal and Steel Companies, but utilized the time to repair machinery, and was working again at the close of the month. The chemical works continued without cessation. A vote was taken in favor of granting a bonus of $50,000 to a rolling mill. The Lynch Biscuit Factory reported business increasing, the collieries becoming buyers, and most of the Cape Breton trade being centered in Sydney. Out of door employment was generally active owing to the favorable weather. The supply of labour was plentiful, and no further stringency is expected prior to the opening of the shipping season. Shipments of coal showed a decline, but shipments of produce were heavy. Wholesale and retail merchants reported trade fair.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were quiet.

Manufacturing. — The record output of the Dominion Steel and Iron Company was 1,020 tons in 24 hours.

Mining. — Conditions were active throughout the province. During October about $350,000 was paid out by the Dominion Coal Company in wages. About $1,000,000 has been expended by this company in opening up new collieries, and on additional machinery.

CONDITION OF PARTICULAR TRADES.

Skilled labour was well employed in the different trades throughout November.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During November, skilled and unskilled labourers were well employed. The factories were more active than usual. Work on Government and private buildings made good progress. Some time ago tenders were asked for, for the the construction of an engine house, at Richmond. The building is to have accommodation for 30 engines. There were some six properties expropriated. Work is to be begun as soon as practicable.

The Allan and Dominion Steamships Companies began calling for the winter at this port during November. The Allan turbiner "Virginian" arrived on the 16th inst. The "Dominion," the first Dominion liner of the winter season, arrived on the 19th. Two fast runs by special trains over the G.T.R. were made during the month. The special carrying mails landed from the "Virginian" reached Montreal in about 22 hours, averaging 39 miles per hour. The same distance was covered later in 20 hours.

The Grand Stand at the Exhibition grounds was totally destroyed by fire on the 13th inst. The stand had a seating capacity of some 4,000 and cost about $5,000 in 1897. A new and improved stand will be erected next year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The fruit crop is about the same as last year. Hay is about 96 per cent; oats, 80 per cent.; wheat, 83 per cent.; barley, 81 per cent.; rye, 95 per cent.; buckwheat, 83 per cent.; beans and peas, 91 per cent.; Indian corn, 94 per cent.; potatoes, 81 per cent.; mangels and turnips, 85 per cent. The apple crop for the Province for 1906 will be about equal to that of last year, when some 325,000 barrels were exported. Gravensteins have been more or less a disappointment. Prices will, it is expected, be lower than in 1905, when an average of $2.75 was netted. Drought and gales, followed by hot weather, causing early maturity, injured the English crop, which at one time gave great promise. In New York, prices are higher than last year, while in this province they are advancing, the buyers now offer $2.00 per barrel.

Fishing.—Many good catches of mackerel have been made, though most fishermen have taken in their gear for mackerel and will during the coming months, devote their attention to haddock and other larger fish.

Lumbering.—The exportation of lumber has been exceedingly active, and promises to remain so for the ensuing month. On the 17th of October, the Nova Scotia Lumbermen's Association held a meeting for the purpose of discussing and endeavoring to regulate water freight rates, and to have steps taken to make them similar to those existing at other lumber shipping centres. It was also decided to secure the services of an expert for one month to look into and take charge of the matter.

Manufacturing.—Conditions have been about the average. Confectioners have had a busy month preparing for the Christmas trade, which is always large.

Mining.—Conditions have been normal.

CONDITION OF PARTICULAR TRADES.

Building.—All branches, with the exception of painters and decorators, had an active month.

Metal, Engineering and Shipbuilding.—A normal month was reported.

Woodworking and Furnishing.—These trades were not as busy as last month.

Printing and Allied.—These trades were not as busy as last month, but the coming month is expected to be active.

Clothing.—The mild weather affected trade adversely, but an improvement is looked for during December.

Transport.—This branch has had a busy month, carters particularly being in much demand, owing to the big demand for coal during the month.

Unskilled Labour.—The month was active, there being but few idle hands.

DISTRICT NOTES.

Shelburne.—A schooner of 100 feet keel, 30 feet beam, 10½ feet hold and 250 gross tons displacement was launched on Oct. 27th. The vessel was built of spruce and oak throughout, and is classed for twelve years in the American Bureau of Shipping. A schooner of 95 feet keel, and 29 feet beam was also built, registered at 230 tons, classed A1 in the American Bureau for twelve years. The keel of a large freight and passenger steamer, has been laid. She will be owned by the Three Rivers Steamship Co. of P. E. Island, and is scheduled to be finished for next season.

Yarmouth.—The first launch in the harbor here for several years took place on November 17th, when the new steel scow for the Dominion Government was launched from the yard of the Bunell-Johnson Iron Co. The scow is 105 feet long, and has a carrying capacity of 250 tons of mud. The construction of a similar craft will be immediately commenced.

Bridgewater.—A special meeting of the Board of Trade was held on November 16th, to consider the proposition submitted to the town by a company, contemplating the erection of a plant for the construction of cars. The company asked for a free site, exemption from taxation, and that $25,000 worth of bonds of the company be purchased by the town or by private individuals. The committee appointed to investigate reported favorably. This report will be considered at a special meeting of the town council. The establishment of the work will give employment to about 200 men.

Annapolis.—Much activity prevailed in the shipping of lumber. On one occasion there were five vessels—two barques and three schooners—loading lumber for foreign parts. Prospects are favorable for the future.

AMHERST AND DISTRICT.

GENERAL CONDITION OF THE LABOUR MARKET.

M. A. D. Ross, correspondent, reported as follows:—

The wet weather during the early part of November seriously interfered with building operations, but the general condition of the labour market was exceptionally active. A scarcity of men was again reported, and high wages were paid to unskilled labourers and to carpenters and other builders. The Amherst Boot and Shoe factory established in 1867, which has an output of over three quarters of a million dollars, has been re-organized, and the new management intends increasing the plant, enlarging the premises and making it one of the largest Boot and Shoe establishments in Canada. The Malleable Iron Works began operations this month, employing thirty men though it is expected that 100 men will be on the pay roll before many months. The manager reports orders in abundance and advertisements have appeared in the local papers for men. There is hardly a line of trade which has not had abundant work during the past month. During November the custom receipts amounted to $9,177 as against $5,223 for the corresponding month of last year. A strike of the "boys" in the Springhill mines, which has now been in force ten days, has been the means of throwing 1,500 men and boys out of employment. The boys are organized separately.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Potatoes and other root crops were hardly up to the average, but other crops were good. Farmers reported a great scarcity of help.

Lumbering. — Heavy shipments of lumber have been made throughout the past season. Companies are now preparing for the coming winter's work and wages offered are well up to the standard.

Manufacturing.—Manufacturing in the various branches has been exceptionally active. Every concern reported plenty of orders and prospects are for a busy winter.

Mining.—The strike at Springhill has seriously affected industry, though other mines in the vicinity were busy. The Eastern Coal Co. at Maccou is rapidly getting machinery installed and new

houses and offices built and by the spring expects to start active operations.

CONDITIONS OF PARTICULAR TRADES.

Building.—Extremely busy conditions prevailed in every line. Many new buildings were erected. All classes had a busy month, men were very scarce.

Metal and engineering.—Foundries and engineering plants reported plenty of orders ahead. Good workmen were in demand.

Woodworking and furnishing. — Carriage makers were busy and reported more men needed. Car builders were very active, the works here were rushed to full capacity with many big orders on hand. Woodworkers in general had a busy month.

Clothing.— Employers were short-handed with a big rush of work on. Tailors were in demand and wages high.

Unskilled labour.—There was still an active demand for unskilled labour.

DISTRICT NOTES.

The Maritime Railway and Coal Company is rapidly installing its power plant to furnish the industries of Amherst with electric power.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Three weeks of almost continuous storm interfered seriously with outdoor labour during November, but the demand for skilled labour, especially carpenters, continued greater than the supply. The work on the Prince of Wales College has been somewhat hampered by part of the eastern end being blown down, and the difficulty in getting carpenters. The railway station and the new rink were being rushed. The latter will be ready by Christmas. Several private residences are nearing completion. A scarcity of schooners in some parts of the Island, has interfered with movements of produce, but business generally was reported normal, with collections fair.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Potato digging has been completed, but the farmers have been unable to do any ploughing, owing to the wet and stormy weather Prices are considerably higher than last year. Oats brought 45c. per bus., and potatoes 33c. and 35c. for export. The latter crop and the grain crops are light this season. There is a brisk demand for produce for export, with not a great deal offering.

Fishing.—The oyster fishing has been quiet, as the fishermen could do nothing during the storm period. Prices are exceptionally high, being $6.00 to $7.00 per barrel for export.

Manufacturing.—The factories have been in operation as usual with no appreciable change in labour conditions.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers and plasterers were busy. Painters, plumbers, gas and steam fitters, stone cutters, and builders' laborers were unusually active.

Metal, Engineering and Shipbuilding.—Iron moulders, iron workers, and helpers, machinists, engineers, linemen, blacksmiths, horseshoers, jewellers and watchmakers were well employed.

Woodworking and Furnishing.—Woodworkers, carriage and waggon makers, coopers, upholsterers, and pattern makers were active.

Printing and Allied.—Printers and bookbinders were very busy, and will be till the close of the year.

Clothing.—Journeymen tailors, garment workers, and boot and shoe workers were active.

Food and Tobacco Preparation.—Bakers and confectioners, butchers and meat cutters and tobacco workers, were busy.

Leather.—Tanners, curriers, leather workers, and saddlers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel, restaurant, and theatre employees were busy, also laundry workers.

Transport.—Railroad conductors, locomotive, engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen and freight handlers, were all employed. Longshoremen were active. Although some of the large steamers have stopped for the season, laborers were in demand.

MONCTON, N.B., AND DISTRICT.

Mr. J. B. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during November have been active in all branches, comparing favorably with the corresponding month last year. The weather was very mild and favorable for out door work. Building operations have been active, carpenters, masons and painters being in good demand, while the wood-working factories were rushed with orders. Civic improvements have been stopped for the season and some men as a result are free for other work. All shops and factories reported a good month, and with a large amount of orders to fill guaranteeing activity during December. Traffic upon the railways out of Moncton has been good. Wholesale trade has been active but retail trade a little slack compared with last month though good for the season. Banks reported an average month with collections easy. Owing to increased trade, the Shebody Navigation Company intends purchasing another boat similar to the Wilfred C. for next season's traffic. Lumber shipments from this port have been heavy amounting to over 6,000,000 feet. The Summer Co. alone shipped 2,555,000 feet, and W. B. Dickson 1,900,000 feet. Over 1,250,000 feet have also been shipped by rail during the season. Tides during the month were very high and considerable damage was caused at Sackville by the breaking of the dykes and flooding of the marshes. The mildness of the weather was favorable for work upon the new I.C.R. shops and fair progression was made; the foundations of the five shops were laid, while the walls of the repair shop are up, the steel columns placed and the trusses for the roof in position. Seven concrete mixers are now at work and operations will be carried on during the winter. About 200 men are now employed. Tenders for the construction of the new Locomotive Shops here are being asked for. The Main Building will have a steel framework upon a concrete foundation, 408 feet long, and 176 feet wide, with three extensions to it at right angles, each 375 feet in length. It will contain a boiler shop, a smith shop, an engine erecting shop, a general shop and a rivetting tower. The contract calls for its completion by August 31, 1907, and requires a deposit of $30,000 with the tender. The wages of the junior employees in the I.C.R. Mechanical Departments have been increased. The increases which date back to October 1, vary from 10 cents to 40 cents per day. The employees are also raised to standard rates. Several hundred men are affected by the change. The pay rolls for October show 991 employees in the I.C.R. shops here as compared with 1,100 upon the roll when the fire of last February occurred. No other material changes in rates of wages or the hours of labour have taken place, and the relations between the employees have been cordial.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The average amount of ploughing done has been less than that of last year owing to the unfavorable season. Farm produce with the exception of beef was in good demand at fair prices. Pork sold at from 8½ to 9 cents; Butter, packed, at 22 to 24 cents; prints, 25 to 27 cents; eggs, 32 cents; oats, 46 to 48 cents ; hay was scarce in many sections of the county and was being bought up at $8.50 to $9.50 per ton. Cattle sold low on account of scarcity of feed and numbers are being bought up and shipped from the western part of the county.

Lumbering.—Lumber operators were busy preparing for the winter's work. Men and teams were in good demand at fair wages.

Manufacturing.—All of the factories have been running steadily and there is every prospect of an active winter season. The Foundry has been exceptionally busy. The Biscuit factory and the Barrel works have had an excellent month.

Railroad construction.—Work on the I.C.R. has been confined to putting tracks in shape for winter. A new station has been erected at Belmont and a round house at Truro. Work on the Intercolonial Railway is being rapidly pushed. Forty-two miles from Campbellton have been graded and 30 miles of track laid. Two new steel bridges have been put in and the material for 3 others arrived. About 250 men were employed and work will be continued throughout the winter

CONDITION OF PARTICULAR TRADES.

Building.—These trades have been fairly well employed. Considerable new work was begun and a rush made to close out the unfinished work before cold weather set in.

Metal and engineering.—These trades were all well employed, furnacemen and blacksmiths being especially active.

Woodworking and furnishing.—Woodworkers were rushed all month trying to close out the season's work. Upholsterers, polishers and varnishers were also active.

Clothing .— Journeymen tailors and garment workers were busy.

Food and tobacco.—Bakers and butchers were actively employed.

Leather.—Quietness prevailed.

Miscellaneous.—Barbers report a fair month. Clerks, stenographers and delivery employees were well employed. Hotel, restaurant and laundry workers were fairly active.

Transport.—Railway men reported a good month for the season, freight and passenger traffic keeping well up. Trackmen were busy preparing for the winter. Teamsters and expressmen were also busy.

Unskilled labour.—This class has had a good month owing to the exceptionally mild weather, but the demand is slackening off.

CHATHAM, N.B., AND DISTRICT.

Mr. Theo. DesBrisay, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions were unchanged during November, the demand for labour being still in excess of the supply. The stopping of the mills for the season did not affect employment to any extent, as the men will be sent to the woods for the winter season, the supply of labour in this connection being limited. A few of the men remained, waiting for the smelting season to open. A new hotel to cost $9,000 and to be of concrete, 3½ storeys high is being begun. Shipping has been very active, though a number of steamers were delayed in port by the rough weather. From September 1 to October 15 the value of lumber shipped by the J. B. Snowball Company was $104,342 and by F. E. Neale, $111,319. Including shipments of laths the total value of shipments during the above period was $249,611. Large quantities of coal have been brought in by water for the use of the Intercolonial Railway. The work of forwarding supplies to the lumber camps was actively under way. There were no changes in rates of wages and no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Potatoes have been a poor crop and the price was 50 cents per barrel higher than in many years past throughout the Miramichi district.

Fishing.—Catches were good up to the close of the season. In Westmoreland county they were exceptionally heavy.

Lumbering.—Operations have been on

a cash basis this year to an extent not previously reported.

Manufacturing.—Conditions were busy.

CONDITIONS OT PARTICULAR TRADES.

The building trades continued very active. The other skilled branches were active.

ST. JOHN, N. B., AND DISTRICT

Mr. W. H. Coates, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed some improvement over last month, the opening of the winter port business giving a stimulus to all branches of industry. An extension is being made to the barns of the Street Railway Company at Indiantown, rendered necessary by the recent purchases of new cars. The C. P. R. Co. has been making extensive improvements to its yard at Bay Shore. The St. John river has practically closed to navigation; during November the river steamers were carrying heavy freights, principaly hay, potatoes, apples and pork. Work is progressing on the foundation walls of the new building for the Royal Bank of Canada. The factory inspector has recently returned from an inspection trip to factories and mills in Shediac, Moncton, Petitcodiac and Sussex. He is of the opinion that children under fourteen years of age are employed in some establishments.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—A statement recently issued shows that lumber rafting operations on the St. John river during the past season have almost doubled those of 1905, when 7,000,000 feet of logs were rafted. This year 12,184,180 feet of logs were rafted. Preparations for the coming season are now under way, but owing to the scarcity of labour the cut for next season will be smaller than is desired by the operators, who are paying higher wages than ever in the history of the lumber industry in New Brunswick. Lumber millmen throughout the country are preparing for a big season's work. The lath industry is accupying the attention of many lumbermen, and a number of new mills are being put up. Laths are selling at $2.50 and $2.75 per M., loaded on the cars, a slightly better price than was paid last winter. Many of the mills will be run all winter, and electric lights will be installed for this purpose, in the Smith camps, where about 200 men are employed. It is expected that the total cut, near Welsford, this winter, will be about 8,000,000 feet. Arrangements are being made for the manufacture of this lumber at three portable mills, which will be established at Caribou Lake, Queen's Lake and Clarendon.

Mining.—The coal mines at Minto were reported very busy and a costly new hoisting apparatus has been added to the plant. The Rothwell Coal Company has purchased a powerful engine and boiler, and expects to do a large business this winter. It is expected that during the coming winter, the newly formed English company, known as the New Brunswick Petroleum Co., will assemble its apparatus so as to commence drilling oil wells in Kent and Northumberland Counties early next spring. Messrs. Brown Brothers, who have been doing the work of repairing on the New Brunswick Coal and Railway Co., completed between 50 and 60 per cent. of their contract.

CONDITION OF PARTICULAR TRADES.

Builders.—Bricklayers, masons, carpenters, joiners, plumbers, and gas and steam fitters were busy. Painters and decorators were dull. Stonecutters were fairly busy, and builders' labourers, busy.

Metal and engineering.—Iron moulders, machinists, engineers, steam engineers, and blacksmiths and horse-shoers were active. Electrical workers, linemen and boiler makers were busy.

Woodworking and furnishing.—Woodworkers and shingle weavers were busy.

Printing.—Printers, pressmen and book-binders were busy.

Clothing.—Journeymen tailors were busy.

Food and tobacco.—Bakers and confectioners were very busy, working overtime, preparing for the Christmas trade. Cigar makers were active.

Miscellaneous.—Broom makers were very busy, working extra.

Transport.—Railroad conductors, locomotive engineers, and firemen, railroad telegraphers, trainmen, switchmen, trackmen, freight handlers, steamboatmen, firemen, street railway employees, teamsters and expressmen were busy. Ship labourers were very busy.

Unskilled labour.—Was active.

DISTRICT NOTES.

Dorchester—Arrangements were completed with the General Electric Company for a new lighting system.

Hampton.—The lumbermen in this section are preparing to enter on their operations, closing contracts for available timber limits.

Marysville.—The New Brunswick Co. has installed a number of new telephones here, making in all about 50 new telephones in the Nashwack towns.

QUEBEC, QUE., AND DISTRICT.

Messrs] P. J. Jobin and Edward Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed throughout November, though rain and snow storms caused about five days' loss of time among outside employees. The activity of railway construction caused a general scarcity of labour throughout the district.

The S.S. "Bavarian," which went ashore at Wye Rock, near Grosse Ile, was successfully floated and brought to Quebec, during November. The S.S. "Kensington" recently ashore at Matane was placed in the graving dock for temporary repairs. The repairs on the S.S. "Polino" have been completed. A number of tug boats, pontoons, ferry boats and coasting steamers have been placed in winter quarters, many of them having been damaged by the recent heavy storms.

A resolution was passed by the Board of Trade on November 13, requesting better winter communication with certain isolated stations on the north shore of the St. Lawrence, particularly in view of the industrial developments in progress at Seven Islands.

The season of navigation now drawing to a close has seen the largest number of emigrants ever landed upon the shores of the St. Lawrence. At the commencement of the season, and for over a month after the opening of ocean navigation, the arrivals were in excess of 1,000 per day, and although this was not maintained throughout the season, the total number landed exceeded one hundred and ten thousand. These emigrants were of a superior class compared with those of former years. The employees of the Federal Government in the emigrant sheds upon the Louise Embankment, have been extremely busy during the whole season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The month was dull, owing to unfavourable weather and bad roads. A number of milkmen have gone out of business during the past two months owing to the high price of grain and fodder.

Lumbering.—The majority of the large saw-mills of the district have closed down and the men have gone to the woods for the winter. The demand for bushmen exceeded the supply.

Railway construction.—The LaTuque branch of the Quebec and Lake St. John railway is rapidly nearing completion. Some heavy consignments of steel rails for the Transcontinental Railway were received from Sidney, N.S. A meeting was held between the members of the Transcontinental Commission, the Minister of Railways and Canals and the railway and steamship interests for the purpose of considering the

question of terminals at Quebec in connection with the completion of the new bridge and the National Transcontinental Railway.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons and stonecutters were quiet: the other branches were active.

Metal, engineering and shipbuilding.—Iron moulders, boilermakers, and also shipbuilders were busy. Iron workers, coremakers, machinists, electrical workers and linemen were active. Sheet metal workers were quiet.

Printing and allied.—Members of these crafts were active.

Clothing.—Glove makers, and boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters and cigarmakers were quiet. Ice cutters and drivers were dull.

Leather.—Busy conditions prevailed.

Miscellaneous.—Furriers, delivery employees and laundry workers were busy. Hotel, restaurant and theatre employees were quiet.

Transport.—Railway employees were active. Ship labourers and longshoremen had a good month, being the last of their season. Teamsters and express men were busy. Steamboat men were preparing for winter conditions. Street railway employees cab men and hack men were quiet.

Unskilled labour was active.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of November has been exceptionally busy in all branches of industry, and the demand for labour has been good. The weather permitted outdoor work to be carried on with but slight interruption. The machine shops and factories have been very busy, all having orders ahead for some time. In the Rand Drill shops a night gang has been working all month. The new buildings of this company are being rushed to completion. The City water works department intends extending the water system to Newington at a cost of $3,000. Work has been commenced on the new hospital in East Sherbrooke. The Grand Trunk Railway Co. had a large gang employed in the yard here. Several new tracks are being laid, and new freight sheds erected for the Grand Trunk, Boston and Maine and Quebec Central Railways. Messrs. S. Mitchell and Co. have completed large coal sheds with a siding. At the regular meeting of the City Council a petition was presented from a large number of workmen, asking that the Council raise the amount on which salary tax is levied. At present all receiving over $500, pay one per cent. The petitioners ask that the amount be raised to $1,000. The City Council has granted exemption from taxes on a new cold storage building, for a period of five years. Negotiations towards the purchase of the Royal Paper Mills at East Angus are in progress. The works have been closed down for some time. About 75 of the retail merchants held a meeting to discuss the question of a trading coupon; an adverse decision was arrived at. The hours of labor at the Jenckes Machine Shops and Canadian Rand Drill have been continued on the summer schedule, the works closing on Saturday afternoons and the men making up the time during the week. The government immigration agent for the Eastern Townships has placed 624 persons. With one or two exceptions the newcomers are all from the old country. They are divided as follows: Single men, 487; married men 38; married women, 38; single women, 16; children, 45. They have been distributed as follows: Sherbrooke, 131; Compton, 126; Stanstead, 78; Richmond and Wolfe, 88; Brome, 53; Missisquoi, 47; Shefford, 26; Drummond, 16; Chateauguay 5. This has relieved the situation somewhat, but the majority of those coming out from Great Britain are booked through to the west.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The open weather gave farmers an opportunity to get well ahead with fall work. Rains relieved in a great measure the scarcity of water which was experienced in many sections.

Lumbering.—Operations promise to be very active this year, and as a result big wages are being paid to men to go into the woods. In some sections in Central Quebec as high as $35.00 a month is being paid to men. Lumber is very scarce owing to the supply being restricted during the past two years and the cut this year will have to be considerably larger.

Manufacturing. — All manufacturing industries were running full time. In the woollen and carpet factories there was a lack of hands.

Mining.—The asbestos pits were being worked to their full capacity so that a surplus stock may be laid up for the mills during the winter. There is a greatly increased demand for asbestos, and the various concerns have to rush work to keep ahead of orders.

Railroad Construction.—The extension of the G. T. R. yard at Sherbrooke and on the C. P. R. at Magog were being rapidly pushed ahead.

CONDITIONS OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters and joiners were busy as were labourers and plumbers.

Metal and Engineering.—Iron moulders iron workers and machinists were busy.

Woodworking and Furnishing Trades.—Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers were busy.

Printing and Allied Trades.—Printers, pressmen, and book-binders were active.

Clothing.—Journeymen, tailors were busy with Garment workers very busy, and Glovemakers busy.

Food and Tobacco Preparations.—Bakers, confectioners and cigar makers were busy.

Transport.—All branches of railroad employees were active. Street railway employees, cab-drivers, teamsters and expressmen were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and laundry employees were busy.

Unskilled Labor.—Was very busy.

DISTRICT NOTES.

Knowlton.—A gang of 150 men is laying the rails on the O. M. R.R., and the grading is nearly done.

ST. HYACINTHE, QUE., & DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were excellent in November, as a result in large part of the favourable weather. The building trades were quiet, but sash and door factories were active. Iron workers were particularly busy and there was a demand for competent moulders and machinists. The boot and shoe factories were very active. The J. A. & M. Côté Company was enlarging its establishment owing to increasing trade. The Ames Holden Company was very busy and worked steadily with a full staff. The Duclos Payen Company added new machinery to its plant, and continued increasing its staff. The Casavant Organ Company had a very busy month and purchased the building formerly occupied as a dairy. It was stated that the Canadian Pacific Railway Company intended to erect a station and freight sheds within the city limits. A new joint stock company, has been formed for the purpose of working the chrome iron mines. It was stated that operations will commence at once, and that the head office will be in St. Hyacinthe. The mines are situated outside the city limits. Work on the additions to the St. Hyacinthe Distillery, Packing and Vinegar Company's buildings were rapidly progressing. The directors of this company have decided to add to that portion of their establishment in which alcohol is manufactured, large

stables for the feeding of cattle; the work in connection with this was nearly completed at the end of the month. There will be room for 200 oxen, which will be fed on the waste products supplied to them hot in metal conveyers. The most perfect hygienic methods will be followed in connection with the feeding of the cattle. One of the directors has always rented space for 50 oxen and a Montreal trader space for 150 more. Messrs. Duclos and Payen have built a cement floor in the new wing of their building. Wholesale and retail trade were active, and conditions were improving from day to day. The banks reported a busy month, with easy collections, proving the favourable condition of business generally. There were no changes in rates of wages or hours of labour during November, and cordial relations continued to exist between employers and employed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were very favourable. Products of the farm sold easily, and with good returns. The dairy school of St. Hyacinthe opened its classes on November 19. There will be eight classes for butter and cheese makers. The special course for farmers will commence January 7, 1907. The lectures will be free for members of the Dairy Society of the Provence of Quebec inscribed for 1907. The curriculum comprises the teaching of the best methods for the production of milk in winter as well as in summer; for the manufacture of butter and cheese; for the education of butter and cheese inspectors. The experimental study of machines and apparati to be used in the manufacture of butter and cheese is added. As in the past, the St. Hyacinthe school, will supply a special course for farmers which will comprise: 1. The calculations necessary for the striking of averages every two weeks in butter and cheese factories; the testing of the richness of milk according to the Babcock method, and the judging of the fitness of milch cows in accordance with their physical conformation. The butter and cheese market continued very active. On November 24, 556 boxes of butter were offered, and brought from 23¾ to 24 cents per pound; 596 boxes of cheese brought 12 cents per pound. Farm work was abundant, the threshing of grain giving much work to farm hands. Wages were fair but the supply of labour at this season of the year equals the demand.

Manufacturing.— Manufacturers of iron, leather, boots and shoes have been very active. The demand for manufactured goods was keen and several concerns were making additions to their plant while others were contemplating similar action.

CONDITIONS OF PARTICULAR TRADES.

Building.—Painters, paper-hangers, plumbers, gas and steam fitters were fairly busy; the other branches were dull.

Metal, engineering and shipbuilding.—These trades generally had a very active month.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers, carriage makers and wood carvers were very active. Pattern makers were busy.

Printing and allied trades.—Pressmen and printers were active, there being a demand for the latter.

Clothing.—Journeymen tailors had a good month and garment workers on men's clothing an excellent month, though on women's clothing they were dull. Boot and shoe workers had a very active month.

Food and tobacco preparation.—Bakers and confectioners were exceptionally busy, but cigarmakers were only fairly well occupied.

Leather.—This group was very active with an increase in the number of hands.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant employees were actively engaged. Furriers were in their busiest season.

Transport.—Railway employees were very busy and cab drivers, hackmen, etc., were active.

Unskilled labour had an abundance of excavation work, but the demand was limited.

DISTRICT NOTES.

Sorel.—On November 10th, an official inspection of the technical school of naval construction was held by the Council of Arts and Manufactures of the Province of Quebec. The school was founded in May last. The pupils are 30 in number. This school is under the control of the Council of Arts and Manufactures, and the lectures will in future be free. The provincial government votes a sum of $400 yearly for the maintenance of this school, and the city council votes the sum of $100.

The Montreal Shirt and Overall Company will in future occupy the premises at St. Joseph de Sorel, formerly occupied by the Ideal Manufacturing Company. A number of women and girls will find employment in the new factory. The Sorel Manufacturing Company with a capital of $20,000 has been incorporated for the manufacture of clothing of all kinds.

St. Johns.—It has been about decided that the Singer Manufacturing Company will erect at St. John's a large saw-mill for the preparation of the lumber required in the construction of sewing machines, and that the needle factory of that company will be removed to St. John's.

MONTREAL, QUE. AND DISTRICT.

Mr. Gustave Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Sales of real estate registered during the month of October in the suburbs surrounding Montreal amounted to $335,523.

At a meeting held on November 19, the city council decided the question of the salaries of civic day labourers after a lively discussion, the following motion being adopted by a vote of 18 to 10:

From January 1, 1907, all labourers and workmen in the employ of the city will receive a minimum salary of $1.75 per day, and the day's labour of these employees will consist of nine hours, or 54 hours per week. On and after January 1, 1907, every teamster in the City's employ, furnishing a horse and cart, will receive a rate of $2.75 per day. The hours of labour for such teamsters will be limited to nine hours per day, or 54 hours per week. The Finance Committee will be directed to prepare the estimates for the next fiscal year accordingly. All preceding resolutions fixing the hours of labour and the rates of wages of labourers will be amended so as to give effect to this resolution.

Since the opening of navigation, according to the report of the secretary, the total receipts of the Harbour Commission of Montreal, increased $16,064 as compared with the same period last year, but there was a small decrease in the month of October.

The following building permits were granted during the past four weeks:

For week ending,	October 30	$23,000
"	November 8	79,725
"	November 15	115,050
"	November 22	141,850
		$359,625.

For 100 new buildings and 17 repairs.

The value of new buildings in Montreal has quadrupled within 8 years. During the 10 months just past the city inspector's office has granted 1,850 building permits, including permits for repairs. This is already in advance of the total for the preceding year. These permits represent a total of $8,083,383, or $2,500,000 more than in the whole year, 1905, and 57 per cent more than for the 10 corresponding months of that year. The following is a statement showing the number and value of building permits for the past 8 years, the figures for 1906 being only for 10 months and the others for the full year. The suburbs are not comprised in this statement:—

YEAR.	NO. OF PERMITS.	VALUE.
1899	357	$2,370,060
1900	331	3,089,403
1901	443	2,568,372
1902	826	3,089,734
1903	1010	4,094,596
1904	1335	3,651,164
1905	1697	5,590,698
1906	1850	8,083,383

The Street Railway Company, on November 21st, decided to grant an increase in salaries to its conductors and motormen of one cent per hour.

The following resolution has been subscribed to by 23 grocers of Point St. Charles:—

"We the undersigned grocers, in order to assits our clerks and delivery men, and

to grant them a reasonable sum of rest have decided to close our stores on Mondays, Tuesdays, Wednesdays and Thursdays at 7 p. m., and on Fridays at 9 p. m."

At its meeting on November 21, the civic committee resolved to recommend the following salaries for the fiscal year, 1907:—

		Former salary.	Proposed salary.
	Building inspector	2,000	2,250
	Asst. building inspector	1,200	1,300
	Clerk to asst. inspector	1,100	1,200
	Boiler inspector	2,000	2,250
	Asst. boiler inspector	1,100	1,200
	Supt. of lighting service	2,000	2,250
	Typewriter	400	500
	Supt. of fire alarms	2,000	2,250
	Fire alarm operator	900	1,000
1	Asst. "	800	850
2	" "	550	600
2	" " and clerk	700	800
	Batteryman	700	800
	Inspector of call-bells	600	700
	Chief of fire department	3,500	4,000
	Sub-chief & supply officer	1,500	1,700
4	Sub-chiefs	1,850	2,000
2	" rent included	1,550	1,700
12	Captains	725	825
1	"	775	825
12	"	725	750
	Hose inspector	725	800

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There were very good markets during November.

Manufacturing.—This industry was very active.

Railroad construction and employment.—Were less active than during October.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were very active.

Metal, engineering and shipbuilding.—Electrical workers, linemen, blacksmiths, tool sharpeners and jewellers were active. Iron moulders, iron workers, coremakers, machinists, steam engineers, metal polishers, sheet metal workers, shipwrights and caulkers were busy and horseshoers were very active.

Woodworking and furnishing.—Activity prevailed.

Printing and allied.—These crafts reported active conditions.

Clothing.—These workmen were active.

Food and tobacco preparation.—Bakers, confectioners, cigar makers and tobacco workers were active; ice cutters and drivers were in their dull season.

Leather.—These trades were active.

Miscellaneous.—Furriers, hotel, restaurant, theatre and laundry employees were very active, while barbers were active.

Transport.—Street railway employees were very active, with teamsters and expressmen active, and cab drivers, hackmen, carters and draymen were busy. Steamboat men and ship labourers were dull.

Unskilled labour was busy.

HULL, QUE. AND DISTRICT.

Mr. Rodolphe Laferriere, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were more active during November than during the corresponding period of 1905. The closing down of the saw mills at Hull, Aylmer and Deschenes threw about 600 men out of work, but these found immediate employment in the woods, and the shortage of labour reported early in the season in the lumbering industry was in this way relieved. Certain of the local factories which were short of hands were, also, able to obtain a supply. On the whole, the season just closed has been a most prosperous one in this city, notwithstanding that the low water in the Ottawa river, during the months of September and October, caused some inconvenience to industries dependent on water power. Though the situation in this respect has not been entirely relieved, the outlook for the winter season is favourable, the working population being exceptionally prosperous, and pauperism being unknown. The damage caused by the fire of August 11, has been repaired, Navigation on the Ottawa river was closed, on November 28. The Murphy fleet of 68 barges and 8 tugs was put into

winter quarters. The crews of these vessels do not belong to Hull, and their laying off as a consequence does not affect the local market. Some 40 men are engaged in repairing these vessels throughout the year, an addition to this number being made during the winter. The sawing of ribs for shipbuilding purposes is becoming an important industry in this place. Loads of rough hewn timber are disposed of at from $4.00 to $8.00 a load. The roots and limbs of trees are extensively used for this purpose. The Berube handle factory, which opened about one year ago with 8 employees, has at present 20 men on the pay roll. Heavy orders have been received, and the outlook for a busy winter season is most favourable. Some delay was caused in the ratification of the arrangement between the City Council and Woods, Ltd. of Ottawa, arising out of the terms granting a commutation of water rates. The factory will employ about 100 girls and women. Negotiations were in progress relating to the establishment by the Ottawa Refinery Company, capitalized at $2,000,000, of a plant for refining metal. The Company has requested a fixed assessment of $100,000 for 50 years. It was stated that three shifts, of 200 men each, would be employed by this concern. Steam has been substituted for water by the E. B. Eddy Co. In three factories an increase in the prices of certain of its products was announced by the Company. All factories were running full time by the close of the month.

Mining was active throughout the district. The demand for mica was increasing, and an addition in output was rendered necessary. The imposition of a duty on mica to prevent inferior foreign mixed mica from competing with the local product was advocated.

A proposal to compel the Montreal Explosives Company to move its local factory outside of the city limits was defeated, it having been shown that the constituents of the explosives though stored in large quantities on the premises were harmless when separate, and that the manufactured product was not kept in stock in large quantities.

OTTAWA, ONT. AND DISTRICT.

Mr. T. W. Quayle, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

November was a month of varying conditions, but on the whole a fairly busy one. The open weather assisted outdoor operations, and the building trades were active. Considerable work, however, was suspended toward the end of the month. The work on civic improvements stopped, and the closing of navigation resulted in a large number of men being laid off. Trade was good with the advent of sleighing the prospects for Christmas trade were excellent. The month was free from industrial disturbances of any kind. The closing down of works dependent on summer weather will release a large amount of labour which should be available elsewhere. The Ontario municipal and railway board held a session during the month to hear an application to raise $50,000 by debentures for the extension of the civic electric plant. Decision was reserved. Plebiscites will be taken at the municipal elections on the Federal District proposal, and a proposal to establish a civic board of control. The Civic treasury this year derived $63.000 revenue from liquor licenses. An agitation to secure the passage of a by-law providing for the closing of stores other than grocers and butchers, at six o'clock was under way. A petition containing the names of three fourths of the business men interested is essential in order to make it obligatory on the City Council to pass such a by-law. The names of four-fifths of the merchants were obtained. The Civic Electric commission at a meeting on November 29, decided to ask the City Council on the recommendation of the Ontario hydro-electric power commission to provide for a vote on a by-law:—

(*a*) To borrow on a vote of the property owners a sum not exceeding $5,000,000 for the purchase and development of a power plant.
(*b*) To lease or purchase electric power for the purposes of the municipal plant.
(*c*) To ratify the purchase of the plant of the Consumers Company in July, 1905.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm operations were dull, and there will be no extensive movement of produce until winter sets in. The price of farm produce was high, especially dairy products, butter selling at 25 to 30 cents per lb., eggs at from 28 to 35 cents, per dozen.

Lumbering.—All were busy finishing up the season's work, the cut being about up to the average. The men for the shanties have been sent out in large numbers. These will be increased when the mills close.

CONDITION OF PARTICULAR TRADES.

Building,—The season has been one of the best in years.

Metal and engineering.—The iron trades were busy.

Woodworking.—These trades were all well employed.

Printing.—These trades were active.

Clothing.—These trades were busy, but the weather was not cold enough to give the desired stimulation.

Navigation and transport.—Navigation closed November 30, the water being let out of the canal on December 1.

KINGSTON AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the condition of the labour market during November as compared with the preceding month, and opportunities for employment in nearly all branches, were plentiful. There are now nearly 700 men employed at the Locomotive works; all the departments are very busy, contracts being in for some twenty-five engines, enough to keep the works busy for five or six months. The company is to build twenty new engines for the Intercolonial Railway, of the consolidated type. A contract for engines for the Quebec Central Railroad is also being turned out. The gangs in all shops are up to full strength. The binder twine department at the penitentiary has been started with forty men at the machines. The Submarine cable which has recently been laid by the Bell Telephone Company of Canada and the New York Central Telephone and Telegraph Company, between Kingston and Cape St. Vincent, N.Y., will materially improve telephone facilities in this district. The work of renovating the buildings at Artillery Park is rapidly progressing, so as to give the workmen a chance to do the necessary work at Tete de Ponte Barracks. Early in the month the K. and P.R.R. Company started ballast trains drawing gravel to points along the line a large number of men are employed improving the road. Application has been made to the Minister of Railways for the approval of the Kingston, Smith's Falls and Ottawa railway. The application is held over for further information as to the points of entrance to the cities of Ottawa, Smith's Falls and Kingston. Shipments of hay in this district have been delayed for want of cars, most of their cars having been sent to the North-West to carry grain. A number of men were engaged laying gas mains. During the month many alterations were made at St. George's Cathedral and many other public buildings. The Canadian Underwriters' Association is asking the City Council to provide increased water pressure, more mains and additional fire engines. These matters are under consideration, although fire losses have been very small in Kingston during the past ten years. The report of the treasurer of the Home for Friendless Widows and Infants showed the best year in the history of the Home. The receipts of the year were $2,662, including $300 from the City Council, $273 from the Government and $150 from the County Council. During the year 32 adults and 65 children were cared for. Thirteen new telephone services were installed during the month. The last shipment from Oswego to Kingston was made about November 25 on the steamer Bolivia. This closes a very suc-

cessful navigation season. The trestles and elevators are now closed for the season. There is a movement on foot to have the City Council to repeal the early closing store by-law. Leading business men of Kingston have received circulars urging the formation of an independent telephone line. The promoters also approached the City Council with regard to the matter. Rents have again increased from one dollar to eight dollars per month. There was a raise in rents on May 1 of this year. It is claimed that the cost of building and repairing has so increased that present rents will not pay. Houses that cost $2,000 to build twenty years ago now cost $4,000. There were no changes in rates of wages or hours of labour, and no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agricultural work was active as the result of favorable weather.

Fishing.—This industry was quiet.

Lumbering.—More active conditions prevailed.

Manufacturing.—Conditions continued active.

Mining.—Activity prevailed.

Railway construction and repair work was active.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were well employed.

Metal and engineering.—All were active.

Woodworking and furnishing.—These trades were busy.

Printing and allied.—Printers were actively employed.

Clothing.—These trades reported increased activity.

Food and tobacco.—A quiet month was reported.

Leather.—Tanners were busy.

Miscellaneous.—Barbers, furriers and Hotel and laundry workers reported a busy month.

Transport.—All branches continued active.

Unskilled labour.—This class was busy.

DISTRICT NOTES.

Brockville.—Some twenty odd cheese factory owners in this district are making extensive preparations for the improvement of their plants next year. The greatest activity prevaild here among cheesemen.

Joyceville.—Farmers Institute meetings held here and elsewhere in this district were well attended. It was agreed that the past has been a season of great success in dairying and general farming.

Cornwall.—During the month a company was organized for the purpose of manufacturing iron and brass beds, etc.

BELLEVILLE, ONT., AND DISTRICT

Mr. H. C. Macdiarmid, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was in good demand during November, comparing favourably with the preceding month, and very favourably with November, 1905. Wages were good and there were no idle men. The demand has been more equal to the supply, and there was difficulty in securing labour in some of the factories. Labourers at the rolling mills receive from $1.40 to $1.75 per day. These mills started to roll iron during November, and worked steadily, about 100 men being employed. They expect to start working night shifts, shortly. There is still a scarcity of houses owing to the large numbers coming here from outside points. The Belleville Cement works were running night and day, many from the city being employed. The Belleville Lock Works had a very active month, and had difficulty in keeping up with orders. The company intends to double its capacity in the spring. Merchants and banks reported November an exceptionally good month, the large amount of money being paid out for cheese being the cause of increased activity. Foundries and machine shops were all working full time with orders sufficient to keep larger staffs employed.

The evaporator here gave employment to a large number of men and women during November. A new establishment, The Fruit Growers' Co-operative Association, gave employment to a number, packing apples for export. The building of the County House of Refuge gave employment to many carpenters, plumbers, electricians and gas men. Work on the new Merchants' Bank building gave employment to many skilled men. Bricklayers and carpenters, as well as unskilled labourers were employed. Work on the Baptist Church also gave employment to many trades. Building operations were not very active outside of those mentioned. Fishermen had a good month, herring being more plentiful than in many years. They sell them to the dealers at $1.50 per hundred, and many thousand are shipped. The Dominion Government this month secured about 30,000,000 whitefish eggs, which will be hatched at the Sandwich hatchery, and deposited in fresh water lakes throughout the Dominion. A large amount of railway construction work has been done in this vicinity during November. The Grand Trunk Company had a large force of men engaged in levelling tracks, and putting in sidings. This month they started the construction of a 2½ mile siding from the main line to the site of the proposed Lehigh Portland Cement Co.'s premises just east of this city. Fifty-two teams and a large number of men were rushing the work, and expected to have it finished by December. Work on the buildings will be commenced in the spring, the company having purchased 800 acres of clay and limestone. A firm of Toronto contractors purchased about 100 acres of building stone, which will be taken out and shipped to Toronto by boat in the spring. Tenders are out for alterations to the Merchants' Bank building which will be made into a public library. There were no changes in rates of wages or hours of labour, and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—November was an excellent month for fall ploughing. Nearly all the cheese factories closed and a large quantity of butter was made.

Fishing.—Herring fishing was active, many men being employed.

Lumbering.—Conditions were quiet.

Manufacturing.—All branches were active.

Mining.—Copper and iron mining was very active.

CONDITION OF PARTICULAR TRADES.

Building—Nearly all branches had an exceptionally good month, the mild weather helping to extend the time for outside work.

Metal, engineering and shipbuilding.—Iron moulders and helpers, machinists and engineers, electrical workers and blacksmiths and horseshoers had an active month. Shipwrights, caulkers, linemen and bicycle workers were quiet.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, reported an active month, all shops working full time with full staffs. Carriage and wagon makers were all working, while coopers were very active.

Printing and allied.—Printers, pressmen and bookbinders had a good month, all workers being employed. A couple of good typesetters could get employment here.

Clothing.—Journeymen tailors and boot and shoe workers reported an active month.

Food and tobacco preparation.—All branches reported a very active month, although the ice dealers ran short of ice during the latter part of the month.

Leather.—Harness makers reported an active month, one shop working overtime.

Miscellaneous.—Barbers had a busy month. Clerks, stenographers, delivery employees and furriers had an active month, as did hotel, restaurant and theatre employees. Laundry workers were also busy.

Transport.—Railroad employees had an active month. Steamboat men were fairly busy, although nearly all vessels were put into winter quarters before the end of the month. Cabmen, hackmen,

carters and draymen, as well as teamsters and expressmen, had a busy month.

Unskilled labour.—This class was well employed, and good wages prevailed.

DISTRICT NOTES.

North Hastings.—Highly satisfactory reports continue to be received from the mining region. The smelter at the Eldorado Copper Mine is running steadily on 12 per cent. ore, and three cars of matte, valued at $18,000 were shipped to New York a few weeks ago. The marble quarries near Bancroff are also being steadily worked.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The continued mildness of the season was favorable to many lines of industry, especially the building trades, and skilled and unskilled labourers were generally well employed. The usual fall influx from the country has increased the proportion of unemployed. With the approach of the holiday season, preparations for which set in early, there was increased activity in several departments. Strikes and trade disturbances were more frequent during the month than for some time, and several remained unsettled on Nov. 30.

The contracts for the construction of Carnegie Library, at the corner of College and St. George Streets, have been let, the total price amounting to $140,000. The corner stone of the building was laid on Nov. 27.

The Grand Trunk Railway Co. has decided to remove its repair shops from the foot of Spadina Ave. to Mimico, for economy of track space.

The Contractors are getting ready for construction work on the new waterworks tunnel under the Bay. The shaft on the Island has been sunk about 64 feet. When preliminary work is completed, the work will be continued day and night, with three shifts of men, so as to complete it by October 24, 1907. The tunnel will be about 5,000 feet in length and 75 feet below the water level on the city side. The cost is estimated at $269,000.

Toronto Railway receipts for October amounted to $271,104, as compared with $235,037 in October, 1905.

The price of gas used for street lighting purposes has been reduced to 75c. per 1,000 feet—the price charged to private consumers.

The city has set on foot an inquiry as to whether proper protection against the weather is being afforded to street railway motormen as required by law.

Between Nov. 1 and Nov. 6 building permits, amounting to $118,400, were issued by the City Architect.

The Executive Committee of the Toronto branch of the Canadian Manufacturers' Association has passed a resolution in favor of a progressive policy of municipal ownership of the Ashbridges Bay district, and its reservation as far as practicable for manufacturing sites.

During the past season some 30,000 immigrants have arrived in Toronto, of whom it is estimated that 8,000 have been distributed among the farmers.

On Nov. 19, electric power from Niagara Falls was received for the first time by the Toronto Electric Light Co. The amount at first furnished was 1,000 horse power which has since been largely increased.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were engaged making preparation for winter. The season has been unusually favourable for fall plowing, owing to the absence of frost and snow, and a considerably larger acreage than usual has been plowed. There has been but few arrivals of agricultural labourers lately, but those who came had no difficulty in engaging for long terms.

Manufacturing.—Though most lines are fairly busy with but few men idle, there has been a slackening of activity compared with last month, the iron trade being comparatively quiet. Manufacturers in the heavier lines have been a good deal handicapped by the shortage

of cars, causing great delay in shipments, Some manufacturers complained of a scarcity of female help at current rate of wages. The Phillips Manufacturing Co. is erecting a new factory for picture frames, mouldings, etc., on Carlaw Ave. The A. R. Williams Co. is taking over a building with the object of extending their business so as to employ 300 or 400 men. The Dominion Radiator Co. has purchased a site and will erect a factory next spring at a cost of $200,000. The Methodist Book Room is adding a six-storey building to its present workshop at a cost of $30,000. The Atwell-Fleming Printing Co. is building a warehouse at a cost of $20,000. The Dunlop Rubber Co. is putting up a two-storey brick factory on Natalie St. to cost $18,500. The Polson Iron Co. is building a steel and concrete machine shop costing $25,000. The Canadian Shipbuilding Co. has under construction the largest boat ever built in Toronto, being a car ferry for the Grand Trunk Co., 320 feet long and 56 feet wide. When loaded it will draw 15 feet of water. It will be ready the first week in January and will cost $375,000.

Railway construction.—The Canadian Northern Ontario Railway, formerly known as the James Bay Railway, between Toronto and Parry Sound, was regularly opened for traffic on the 19th inst. The construction of the line from Parry Sound northward to Moose Mountain, in order to render the iron ore deposits of that neighbourhood accessible, is now being pushed. It is anticipated that the C.P.R. line from Sudbury to Toronto will be opened early in December. Railroad contractors are experiencing some difficulty in procuring men owing to so many having gone West. As high as $2.50 per day is being paid in some cases.

CONDITION OF PARTICULAR TRADES.

Building trades.—Though some men have been laid off owing to the completion of contracts, employment was more general than usual at this time of year and many will have work all through the winter. Plumbers, gas and steamfitters were busy.

Metal, engineering and shipbuilding.—The metal trades generally had a fair month with comparatively few men idle. The metal polishers and buffers in several establishments, to the number of 40, went out on strike on the 24th because the employers refused a raise of wages form $2.50 to $2.75 per day. A number of the smaller establishments, employing about 60 men, granted the increase. The horseshoers have succeeded in obtaining a nine-hour day instead of one of 10 hours. Jewelers and silversmiths were busy.

Woodworking and furnishing.—Woodworking machinists, furniture workers, cabinet makers and upholsterers had plenty of work. Carriage makers were fairly busy. Many of those engaged at this trade, which was seriously affected by the popularity of the automobile, are now working on automobiles. Coopers had steady work. The piano-makers' strike continued. The employers claim that so far as they are concerned the strike is over, as they have all the men they need. Many of the strikers have found other work. The president of the Gerhard Heintzman Co. was fined $50 for breach of the Alien Labour Act in engaging an employee of the Thiel Detective Agecny of Chicago. Two strikers were committed for trial on the charge of assaulting a non-unionist.

Printing and allied.—Printers had a fair month, but new arrivals found no demand for additional labour. The other trades were well employed.

Clothing.—All had plenty of work. About 250 garment workers employed by Flett Lowndes & Co., went out on strike on the 21st on account of the refusal of the employers to maintain a union shop. Many of the strikers have obtained work elsewhere.

Food and tobacco preparation.—Bakers, butchers, confectioners, brewery workers and cigar makers were all busy.

Leather.—Leather workers had steady employment.

Miscellaneous.—Hotel and restaurant employees and barbers had a good month. Clerks, salesmen and delivery men were more in demand than for some time

owing to preparations for the holiday trade.

Transport railway and street railway employees, teamsters and express men were busy.

Unskilled labour.—With the close of the open season many unskilled workers have been thrown out of work. The supply during the winter months considerably exceeds the demand for city workers.

DISTRICT NOTES.

Markham.—Contracts have been let for the building of a new steel bridge over the Rouge River, 196 feet in length and 34 feet above the water.

Stouffville.—The Producers Gas Co. has bought the plant of the Western Machine Co., Ltd., and states it will be able to furnish electric power at a price not exceeding $6 per h.p.

NIAGARA FALLS AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

It is many years, since this city has experienced a more prosperous November. The building trades were very busy; factories busy; and general industrial conditions very satisfactory to all concerned. Work was commenced on the erection of the Peaslee shoe factory. The Dominion Henderson Bearings Co. had its new factory running on November 6th. Excellent progress was made with the buildings of the Canadian Ramapo Iron Works Company. It was expected that two hundred men would be working on them in December. The plant will be enlarged next spring. The first section of the Canadian Ethinite Company's plant will be running in January. The second section is in course of erection. There were frequent demands for carpenters in the city and at Welland. Bricklayers, masons and labourers were also called for. Banks and business houses reported conditions good. A large payment of city taxes indicated prosperity among all classes. By a change of schedule on the street railway the average working hours of the men were cut down to 10¼ per day, on seven days per week. They get 18 cents per hour. Application will be made to Parliament for the incorporation of a company to build another bridge for railway and other traffic across the Niagara River near this city. Milk dealers in the city raised their prices to seven cents per quart delivered, or six cents at the dairies. The increase is one cent per quart. Fire destroyed barns and contents in Stamford township.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fall work on farms was pretty well finished.

Fishing.—Fishermen were doing better than in months previous.

Manufacturing.—Factories were all busy. The Niagara Falls Heating and Supply Company had many orders for furnaces. The silver plating and cutlery works, neckwear, suspender and muffler factories were very busy filling holiday orders. The neckwear and suspender factories were running overtime.

Mining.—Work was quiet in the stone quarries in the vicinity of this city.

Railroad Construction.—Near the close of the month, two hundred men were engaged in the double-tracking of the Michigan Central line between Welland and Bridgeburg.

Other Industries. — Very important events of the month were the starting of the Electrical Development Company's plant, the greatest in the world, and transmission of the power to Toronto by the Toronto and Niagara Power Company. The Electrical Development Company turned its first wheel on November 1st, and completed the test of the first unit of its plant on November 15th. On November 19th, power was sent to Toronto for the purposes of testing the transmission line, and the transforming and receiving equipment for commercial use. Since then, the supply has been steady and gradually increasing. A new

record was established for speed in putting a large electric plant into regular use.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were very busy throughout November, and there were urgent demands for carpenters and laborers at times. Bricklayers and masons, plasterers, painters, plumbers, gas and steam fitters were all active. Carpenters were very busy, as were also men experienced in concrete work. Labourers on building construction were busy. Stone cutters were quiet. The general outlook was good.

Metal.—All classes of foundry and machine shop employees were active. Steam engineers, sheet metal workers and electrical workers were busy and linemen were very busy. The building of the first steel hull in the new shipyard of Bridgeburg employed a number of iron ship builders.

Woodworkers and Furnishing.—Coopers had a very quiet season here.

Printing.—Printers were active.

Clothing.—Tailors were busy.

Food and Tobacco Preparation.—Bakers and butchers were active, with ice men quiet. Fruit and vegetable canneries and evaporators in different parts of the district had closed after a very busy season.

Miscellaneous. — Retail clerks and office employees were active, and hotel and restaurant hands, quiet.

Transport.—A number of passenger conductors were dismissed by the Grand Trunk, and other changes followed. Trainmen of all classes were well employed. Trackmen were busy, and yardmen all working. Steamboat traffic stopped for the winter, and men connected with it were laid off. Hackmen were quiet, but teamsters were busy. The changes in the schedules of the electric railways require larger staffs than usual for the winter months.

DISTRICT NOTES.

Bridgeburg.—Over one hundred men were working in the new shipyard where the first keel was laid during the month.

Port Robinson. — Dredges, marine drills, tugs and other contractor's equipments on the Welland Canal improvements were laid up for the winter.

Welland.—The large new factory, of the Plymouth Cordage Company, was about completed, will be running soon, employing a large number of hands. Construction work, on the new steel plant, engine works, machine shops and stove works made good progress. The town council was considering applications for an electric railway franchise.

PETERBOROUGH, ONT. AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

November was very active for all classes of labour. Civic improvement work had stopped, though sewer construction was still in progress. Dredging and building were still actively under way, many industrial establishments enlarging their premises. The Cavendish Lumber Company's output was 11,000,000. This company has 450 men and 45 teams at present in the woods. The Lakefield Cement Company used 1850 carloads of clay last year. Wholesale and retail trade was active. Winter schedules went into effect in some trades Flour and sawmills were busy and general trade was good. Market quotations were as follows:—

Hay, $14.00 to $15.00 per ton.
Butter, 27c. to 30c. per lb.
Eggs, 30c. per doz.
Apples, $2.25 per bbl.
Geese, $1.00 to $1.25.
Potatoes, $1.00 per bag.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Excellent weather conditions prevailed.

Manufacturing establishments were very active with heavy orders in advance.

CONDITION OF PARTICULAR TRADES.

Building.—Very busy conditions prevailed.

Metal, engineering and shipbuilding.—Conditions were active to very busy, though bicycle workers were quiet.

Woodworking and furnishing.—All were actively employed.

Printing and allied.—An excellent month was reported.

Clothing.—Activity prevailed, though hat makers were quiet.

Food and tobacco preparation.—All were very busy.

Leather.—Conditions were very busy.

Miscellaneous employees were active.

Transport.—Railway employees were very active. Teamsters, expressmen, etc, were busy.

DISTRICT NOTES.

Lindsay.—The Baker & Bryans Company will take out 100,000 logs, having 80 men and 12 teams in the bush.

Whitby.—The fruit and vinegar factory was working overtime. The new stocking factory began operations.

ST. CATHARINES, ONT. AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were very active, especially in the building trades, with wages above the union scale. Civic improvement work was being rushed. The Toronto and Sovereign Banks will erect new offices. Trade, wholesale and retail, was very active. There were no strikes or lock-outs.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fall ploughing and other work has been completed. Farm hands were in less demand.

Manufacturing.—All factories were running full time. Canning factories will shortly have completed their season's work.

CONDITION OF PARTICULAR TRADES.

Building.—All were busy, with plenty of work on hand.

Metal, engineering and shipbuilding.—Activity prevailed.

Woodworking and furnishing.—All were active.

Printing and allied.—Busy conditions prevailed with others ahead.

Clothing.—Employees were active.

Food and tobacco preparation.—Favourable conditions prevailed.

Leather.—Tanners, etc., were active.

Miscellaneous.—All were well employed

Transport.—All branches were active.

Unskilled labour.—The month was very active, men being in demand. There was a slackening in the closing week.

DISTRICT NOTES.

Thorold.—A municipal water system will be built in 1907. A municipal telephone system in connection with St. Catharines, Merritton, Welland and other towns in the district is under discussion.

Merritton and Port Dalhousie.—Labour was well employed and trade good.

HAMILTON, ONT., AND DISTRICT.

Mr. S. L. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour, after the cold weather set in, was not as well employed as in the previous month. Business generally was active. The Flint Glass works has decided to double its capacity, and turn out 50,000 bottles daily. The Boardof Education has decided to recommend the taking up of domestic science and manual training. The Iron moulders strike at the Canadian Iron and Foundry Co. was unchanged.

The street railway employees on Saturday, November 4, went out on strike, and gave as their reason the refusal of the company to put the award of the arbitration board into effect. The men were out four weeks, and returned leaving the entire matter in the hands of the Ontario Railway and Municipal Board for settlement. The board immediately ordered all men back. During the strike cars were demolished, and great disorder prevailed, the militia being called out. A new station for the Cataract Power Co., to cost $250,000 is now in course of construction.

CONDITION OF PARTICULAR TRADES.

Building.—Work in the building trades has slackened considerably with the cold weather, although cousiderable inside and finishing work was still in progress.

Metal, engineering and shipbuilding.—Iron moulders were not very busy in the stove industry, machinists and stove-mounters were fairly active. Electrical workers, especially inside men were very busy. Sheet metal workers were active and horseshoers and jewellery workers busy.

Woodworking and furnishing.—Woodworkers, carvers carriage workers and pattern makers were active.

Printing and allied.—Printers were very busy, especially in ad. work, and general advertising matter.

Clothing.—Tailors and garment workers were active, and boot and shoe workers were busy.

Food and tobacco preparation.—Bakers and butchers were busy.

Leather.—Leather workers were active.

Miscellaneous.—Barbers, delivery employees and laundry workers reported work fair.

Transport.—Steam railway employees were active.

Unskilled labour.—The demand for this class of labour was slack.

BRANTFORD, ONT., AND DISTRICT.

Mr. E. J. Watt, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour were well employed during November. The building trades were very busy, and work was delayed by a shortage of men. In the Iron trades, all the factories were busy, and there was a steady demand for more help. The announcement was made that the Pratt and Letchworth Mfg. Co., employing about 500 men, would move part of its plant to Montreal. This has been officially contradicted. Since the advance in the price of milk from 5 to 6 cents a quart, a movement has been started to form a co-operative dairy. The customs receipts during October, amounted to $36,828.29, an increase of $5,169.03 over last year's corresponding month. During the season 22,676 boxes of cheese were sold, at an average of 12 cents as against 10 3-9 cents for last year. Merchants had a busy month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy at fall ploughing, threshing and harvesting the root crop.

Manufacturing.—The factories were very busy. Some overtime was worked, and there was a demand for extra laborers as well as skilled mechanics. The Carriage works were closed for two days, and the Engine works one day for stock taking. On account of the press of orders, no longer time could be allowed.

Railway Construction.—The extensive operations undertaken by the Grand Trunk Railway Company are progressing rapidly. At one place the tracks will be raised nearly 20 feet to reduce the grade. It will take about 6 months yet to complete the work.

CONDITION OF PARTICULAR TRADES.

Building.—When the weather was favorable, bricklayers and masons were

very busy. Carpenters, lathers, plasterers, painters, and decorators, plumbers, gas and steam fitters were very busy.

Metal.—Iron and brass moulders and coremakers were busy. Machinists were very busy, and there was a demand for more men. Electrical men and linemen, particularly the latter, were very busy. Metal polishers, buffers and platers were busy and stove mounters were very busy. Boiler makers and all sheet metal workers and blacksmiths were busy.

Woodworking and furnishing.—Woodworkers were generally busy. Carriage and wagon makers were busy, and many worked overtime. Pattern makers and coopers were busy.

Printers.—Printers and pressmen were very busy.

Clothing.—Journeymen tailors had a very busy month.

Food and tobacco preparation.—Bakers and confectioners were busy. Butchers and meat cutters were not so brisk as in October. Cigar and tobacco workers in some shops not very active. Leather workers and saddlers were busy.

Miscellaneous.—Barbers, clerks and delivery employees had an average month. Furriers were busy. Hotel and restaurant employees and laundry workers were busy.

Transport.—Railroad trackmen were busy. Freight handlers were very busy. Street railway employees were fully employed. Teamsters and draymen were busy.

Unskilled labour.—This class was in demand.

DISTRICT NOTES.

Paris.—The large new addition to the fabric mills is nearly finished. There has been a demand for female operatives. Labour generally has been fully employed. The plough factory has been very busy.

Blue Lake.—The past season has been the most successful in the history of the Cement Works Co. Further additions are under consideration.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during November showed the same active conditions as in October except that outdoor workers lost considerable time owing to wet weather. Factory workers in nearly all lines had an active month. The building trades have considerable work on hand and prospects for next season are the best in years. Arrangements were completed whereby the Gilsen Mfg. Co. will establish a factory to build gasoline engines, etc., and employ about 50 hands. They have already a 60 by 80 factory under way. The Standard Valve and Fitting Co. will erect a factory to make pipe fittings, valves, hydrants, etc., and employ about 60 men. The two companies were given a fixed assessment of $5,000 and water connection. A vote of the ratepayers will be taken with regard to a loan of $25,000 repayable in 17 instalments of $1,470.60 each to a company which will manufacture a new brick making machine; the city will have security on the company's plant and building. The Victoria Biscuit Co. will erect a new $20,000 factory. Work is under way on an extension to the Carpet Co.'s mills. The annual reports of the city's municipality owned utilities were reported during the month and showed that the Street Railway had paid on an investment of $108,000 net profits of $7,487.28. The Light and Power Department showed net profits for the year of $17,712.95. The city's share (40%) of the earnings of the Guelph Junction Railway is expected to reach $16,000, the largest in the history of the road. It is expected the assessment roll will show an increase of about $300,000 and a population of 13,500.

CONDITION OF PARTICULAR TRADES.

Building.—These trades had an active month except where wet weather interfered. Prospects are for a big season

next year with the work that must be carried over and the new factories that are proposed. There has been little complaint of a house famine, though the demand for houses has left very few empty. The new factories proposed have caused a raising of rents in some quarters and a feeling that next year many new houses will have to be erected. Bricklayers, masons and building labourers had an active month. Carpenters, plasterers, painters and plumbers had a busy month. Stonecutters were quiet.

Metal.—The iron trades had an active month with steady employment for iron moulders, machinists and helpers. One shop had a week off for stock-taking. Tube mill workers lost some time waiting for raw material.

Woodworking and furnishing.—Woodworkers had an active month, some lines showing improvement over last month. Piano and organ workers were busy. Carriage makers and upholsterers had an active month.

Printers.—An active month was reported.

Clothing.—Journeymen tailors and garment workers (female) were busy.

Food and Tobacco preparation.—Bakers and confectioners and cigarmakers were busy.

Unskilled labour was in poor demand.

BERLIN AND DISTRICT.

Mr. Harry Peters, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during November compared favorably with the previous month and with the corresponding month of last year. Great activity prevailed in all branches of the building trades. Some of the contractors will have work throughout the winter. Freight traffic has been unusually heavy taxing the railways to their fullest capacity. Manufacturers were very busy, a large number working overtime in order to keep up with orders. The Foster Haines Co., has made extensive changes in plant, and have been very active. All pianos that can be manufactured up to next April, have been ordered. The firm intends making an extensive addition early next spring so as to greatly increase capacity. The C. H. Westwood Co., manufacturers of combs and novelties, will amalgamate with J. B. Gateman of Berlin, and locate in Berlin. The Bell Telephone Building to be erected next spring will be a two story one with high basement, and will be of the most modern style throughout. A central energy system will be installed and the plant will have capacity for 2,000 services. The Assessor's report shows the population to be 12,151, a gain of 446. The total assessment is $5,427,519, an increase of $479,211. The following are the figures for the past ten years:—

Year.	Population.	Assessment.
1896	8,687	$2,939,290
1897	9,295	3,007,035
1898	9,642	3,156'955
1899	9,359	3,319,545
1900	9,676	3,223,195
1901	9,914	3'293,455
1902	10,160	3,629,600
1903	10,466	3,807,620
1904	10,851	4,098,050
1905	11,705	4,949,384
1906	12,151	5,427,519

The municipal voters list shows 3,126 voters, of whom 2,727 are elegible to vote for municipal and legislative assembly elections, and 399 for municipal elections only. There are 2,138 owners and 988 tenants.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Outside operations are about over for the season. Farmers were busy marketing their crops.

Manufacturing. — All establishments were running to full capacity to keep up with orders.

CONDITION OF PARTICULAR TRADES.

Building.—These trades in all branches continued active, and there was still a

large amount of work to complete. Inclement weather interferred during the latter part of the month. If weather remains favorable some of the building trades will have employment all winter.

Metal and engineering.—The iron trades were well employed, especially machinists. Electric workers, blacksmiths, boilermakers, sheet metal workers and horseshoers have been active.

Woodworking and furnishing.—All were steadily employed, and prospects are for a busy winter.

Printing and allied.—Printers have been very active, having worked considerable overtime in the job branches.

Clothing.—tailors and garment workers had an active month.

Food and tobacco preparation.—Bakers were active.

Leather.—Tanners and curriers were busy. Trunk and bagmakers were exceptionally active.

Miscellaneous.—Barbers were busy. Clerks and delivery employees were exceptionally active. Rubber workers and shirtmakers were very busy, working overtime.

Transport. — Railroad conductors, engineers and firemen were busy. Railroad trainmen and freight handlers were very busy. Teamsters and expressmen were active.

Unskilled labour.—This class was only fairly well employed.

WOODSTOCK, ONT., AND DISTRICT.

Mr. R. F. Parkinson, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

As the month advanced the supply of unskilled labour exceeded the demand, but the marked activity which characterized preceding months provided ample employment for practically all skilled mechanics. Manufacturers continued very busy, all factories operating full time, and a number being engaged one-quarter of a day overtime. The increase in the number of unskilled labourers seeking work was due largely to the completion of operations in the rural districts, of civic improvements and of building. The building trades, however, have remained more active than usual during November by reason of the open season. A scarcity of skilled musicians was reported. The orders being received by manufacturers for winter and spring shipment assure steady employment for the coming month. Early in the month the Standard Fence Mfg. Co. commenced operations in its new factory building. Further extensions are being made to the plant of the Woodstock Waggon Co. The Canada Furniture Manufacturers, Limited, which recently submitted a proposition to the city for a loan of $100,000 for 20 years without interest, has withdrawn the proposal. Wholesale and retail trade was unusually brisk, business feeling the impetus of the holiday season. There was great activity in transportation, shipments being greatly in excess of previous months. No changes in hours of labour or rates of wages were reported, and relations between employees and employers were amicable.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busily engaged completing outside work. The mild weather has enabled them to make preparations for winter. Cheese making was discontinued in nearly all factories, and butter making was generally in progress.

Manufacturing.—Every branch was running to full capacity, the wagon, piano, organ, and stove making factories being specially active. A number of manufacturers are planning factory extensions, the result in a large degree of heavy orders from the Canadian West.

CONDITION OF PARTICULAR TRADES.

Building.—Towards the end of the month, bricklayers and masons became less active as most of the outside work on buildings in course of erection was completed. Carpenters, plasterers, plumbers and gas fitters were well employed, the past year being one of great activity.

Metal and engineering.—Iron workers had steady employment. Metal polishers and stove polishers were busily engaged, while electrical workers and jewellers had all the work they could accommodate.

Woodworking and furnishing.—Furniture makers, varnishers and polishers were busy. Carriage and waggon makers were well employed save for a few days while stock-taking was in progress at one factory, viz., the Bain Waggon Co. Pianos and organ makers had a very busy month.

Printing.—As is usual on the approach of the holiday season, printers and pressmen were very busy, as were also photographers.

Clothing.—Journeymen tailors, and boot and shoe makers were employed full time.

Food and tobacco.—Bakers, confectioners, cigar makers and meat cutters were active working on heavy orders for the Christmas trade.

Transport.—Freight handlers, teamsters and expressmen were active.

Unskilled labour.—The supply was considerably in excess of the demand.

STRATFORD, ONT., AND DISTRICT.

Mr. J. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions during November continued active, with plenty of work for both skilled and unskilled labourers. The very favorable weather was taken advantage of to complete unfinished buildings. There are plenty of vacant houses, but rentals continue high. The Kemp by-law has been passed by a vote of two-thirds of the ratepayers. A vote is to be taken shortly for the erection of a market building. Wholesale and retail merchants reported business very good. No change in rates of wages or hours of labour was reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy. Owing to the favorable weather considerable ploughing was done. Market prices were as follows: Eggs—25 cents per dozen; butter, from 23 to 25 cents per lb.; chickens, from 50 to 90 cents per pair; ducks, 85 to $1.00 per pair; geese, from 90 cents to $1.00 each; apples, from 50 cents to $1.00 per bag; potatoes, from 75 to 90 cents per bag.

Manufacturing.—Manufacturers continued busy in all lines with prospects for an active winter season. The clothing factories and the Dufton woollen mill were very busy.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons had nearly finished their work for this season. Carpenters, lathers and plasterers had a fairly good month. Painters and all those engaged at inside work had a good month. Plumbers were very busy.

Metal.—Iron moulders, iron workers and helpers, blacksmiths and horse shoers had an active month.

Woodworking and furnishing.—Woodworkers and all engaged in factories were active.

Printing and allied.—Printers had an active month with no idle men.

Clothing.—Journeymen tailors reported a busy month. The Garment Workers' Union held its first semi-annual conference here, on November 12th. Delegates from the nine Unions of the province were present, and two representatives from district councils. The chief subject discussed was the scale of wages. An attempt is being made to bring into force a new uniform scale, to be submitted to the Local Unions before being made public.

Food and tobacco preparation.—Bakers, confectioners and butchers had an active month.

Leather.—All in these trades reported a good month.

Miscellaneous.—Barbers, clerks and delivery employees were busy. Hotel and lanudry workers were active.

Transport.—Railroad men had an

active month. Cab drivers, draymen and teamsters were busy.

Unskilled labour.—This class was rather dull.

DISTRICT NOTES.

Seaforth.—At one time four salt blocks were in operation here. A company has been formed with the object of engaging in the manufacturing and production of salt. An option has been secured on one of the old blocks.

Clinton.—Girls were in demand as factory help. The two factories which employ girls would double their staffs, if they could obtain the help.

Wingham.—There is a movement for the establishment of a weekly market. A by-law will be submitted to the ratepayers in January to loan $5,000 for 10 years to Wm. Dow to assist in the enlargement of a carriage factory, to employ from 25 to 30 hands.

LONDON ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Outside employment was very active, building operations continuing on the same scale as during the summer. The crowded state of the central portion of the city, and the high price of land is causing the larger manufacturing concerns in need of room to move to a section east of the city limits, and close to the interswitching tracks. House rents continue to advance. About the lowest rental, now is $9.00 per month. 127 sales of real estate were recorded during October, the total assessed value of which was $128,205 while the price received was, $185,291. The clearing house returns for the same month were, $5,104,695, an average of $1,275,000 per week. A substantial increase took place both in Customs and Revenue returns for October, the total Customs returns being $82.512.63 an increase of $11,412.05 over the same month last year. The inland revenue returns were $40,255.93, an increase of $5,160.39 over last year. Winter schedules went into effect on November 1st. This year the men will work the same number of hours per week as during the summer, commencing at 7.15 a.m., and leaving at 5.30 p. m. except Saturday, when they will quit as 5 p. m. A strike occurred at the Labatt Mfg. Co., plant on November 13th, among the coremakers and brass moulders, the Company having employed a man, who refused to join the union. The Company would not discharge him, and 25 employees quit work. The man was discharged next day, and the union employees went back.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers have been very busy getting in their root crop, which was heavy. Potatoes are abundant and are selling at from 65 to 85 cents per bag. The price of barrels is so high that apples are being used for feed. Hay is fetching from $13.50 to $14.50 per ton. Milk prices went up to 6 cents per quart on November 1st. A large number of farmers in Western Ontario have bought cream separators, and are sending their cream to the cheese factories, and feeding the milk. Others are sending their milk and obtain the whey together with a good price for the cheese made from the cream. This is causing a scarcity of milk and butter, and will cause prices to go higher.

Railroad construction.—The G. T. R. Co. continued the work of raising tracks through the city, keeping about 200 men employed. The London Street Railway Co. is rewiring its system, also, repairing bridges and tracks; 31½ miles of new wire will be put in.

Fishing.—About ten tons of fish were recently shipped from this city to the United States. About one-half came from Pt. Stanley, and the other half from points west of Chatham.

CONDITION OF PARTICULAR TRADES.

Building. — Activity continued. A large store-house for the McClary Co. has been commenced. Bricklayers were

active. but expected to finish in about two weeks. Carpenters continued exceptionally busy, and lathers and plasterers had all they could do. Painters reported this the best November they have had for years. Plumbers continued busy, and stone-cutters and builders' labourers were all employed.

Metal, engineering and ship-building.—Iron moulders were busy. Iron workers continued to work night and day shifts. Machinists reported a lot of work on hand. Electrical workers were busy, working nights. Linemen were exceptionally busy. Metal workers were in demand, metal polishers and stove-mounters were busy.

Woodworking and furnishing.—Carriage and wagon makers reported as ever increasing trade with Western Canada. Car builders were active; two new 50 ton snow ploughs have just been turned out for use on this division. A large amount of repair work was on hand. Coopers reported work very good.

Printing and allied.—Printers were very busy. The London Printing. Co. is enlarging its premises. Bookbinders were working overtime.

Clothing.—Tailors reported trade good, a rush for overcoats being on. Garment-workers were busy. The new building for the Swift-Green Co. is advancing rapidly. Boot and shoe workers were very busy. The Cook Fitzgerald Co. has added another floor to its establishment.

Leather.—Tanners were very busy.

Food and tobacco preparation.—Cigar-makers were very busy, one-third of the local inland revenue receipts last month being from cigars.

Miscellaneous. — Broom-makers reported trade fair. Furriers were busy, and laundry workers rushed.

Transport. — Train crews reported western traffic heavy, but expect more work as soon as navigation closes. Teamsters were very busy.

Unskilled labour.—There was no diminution in employment for this class, and no unemployed men.

DISTRICT NOTES.

Goderich.—On October 30, part of the new break-water was demolished by a storm. On November 10, two by-laws were carried. One to loan $50,000 to the Goderich Wheel Rig. Co., to construct a two-story factory, 30 by 600, at a cost of $150,000, and to employ 100 hands; the other, to furnish power to the Jackson Clothing Co. which will employ 25 hands.

Ingersoll.—A new firm has purchased the Gobey foundry, and will commence manufacturing stoves immediately. The John Morrow Machine Co. has purchased the plant of the Standard Bolt and Screw Co. of Toronto, and will move it here. The new plant consists of 21 automatic screw machines, an addition of 2,000 square feet to the factory will give room for this.

Glencoe.—A vote will be taken to authorize the construction of sewers 1¼ miles in length. An Independent Telephone Company has just finished stringing wires from Rodney to this place; this line is intended for the use of farmers exclusively.

London township.—A rural telephone company has been formed among the farmers between Kilworth, Westminster and Delaware. It is to cost each subscriber $47 to install the system, and $17 per year thereafter.

Delaware.—On October 27, fire completely destroyed the Evaporation Factory. Loss about $4,000. It will be rebuilt at once.

Blenheim.—Shippers have found it very difficult to get cars. The elevators are filled to over-flowing. The beet sugar factories are, also, complaining, in this district.

St. Marys.—On November 24, the citizens defeated a by-law to loan $40,000 to the North Midland Electric Railway Co., by a vote of 288 for to 291 against.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The weather for outside work has been excellent during November, there has

been no apparent cessation in general industrial activity. As long as favorable weather conditions continue the Building trades will be actively employed. Notwithstanding that there have been two business failures during the month, trade has been steady. In the various industries full staffs have been employed, and in some cases overtime has had to be worked to keep up with orders. Fall orders were plentiful, and there is a general feeling of prosperity throughout the city.

In the railway shops and on the road, employees have been exceptionally busy. In the mechanical department of the M. C. R. shops the men have been working on an average, 60 hours per week, whereas 55 hours per week is the regulation schedule. In the car department of the same road the men have been working the full schedule of hours and additional hands have been taken on. The October pay roll for the Mechanical department of the M. C. R., was the largest in the history of the road, and November gives promise of equalling it. Ten machinists were recently put to work in the roundhouse and shops, to take care of locomotive repair work. Good unskilled labour has reported scarce, by M. C. R. officials. In the Pere Marquette Railway shops the men were rushed with work. Employees of the car department were recently granted an increase in pay. One cent per hour was granted to twelve car inspectors and three-fifth cents per hour to 36 others connected with that department. Traffic on the Wabash G. T. R. line continued active and shopmen were well employed.

Arrangements have been completed for the establishment of a canning factory in this city, satisfactory terms having been made with the city council. Six buildings are to be erected in connection with the plant. A fixed rate of taxation has been granted by the council. Contracts are to be let with the farmers for next season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm work is about completed in this section. Farmers have been kept back with fall ploughing owing to the wet condition of the soil.

Manufacturing.—Sanders and Powers, contractors and manufacturers of builders' supplies, and Heard and Co., handle-makers, reported a good month. A. E. Ponsford, contractor, stated that building operations would continue as long as the weather conditions remained favorable. Norsworthy and Co., machine founders, reported a full staff at work, with a good showing of fall orders. J. H. Still, handle factory, reported men working overtime, fall orders plentiful, and a full staff employed. The Southern-Innis Co., has had a good month, a full staff being employed, totalling 60 men. A lay-off will take place about December 1st, when 25 men will be affected.

Railroad construction.—Work trains are still at work, but will discontinue with the first heavy snow-fall.

CONDITION OF PARTICULAR TRADES.

Building.—Building operations continued brisk; work will be continued so long as the weather continues open.

Unskilled.—This class has been well employed.

CHATHAM, ONT. AND DISTRICT.

Mr. J. R. Snell, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Quietness has prevailed in nearly all trades, except, in the laying of pavements, sidewalks and sewers. Very few buildings were under way. The Coste Gas and Oil Co., which offered to furnish natural gas to the city, at the rate of 20 cents per 1,000 feet, have amalgamated with the Chatham Gas and Electric Light Co., and, at a special meeting of the city council, held on the 24th inst., proposed to charge 25 cents per 1,000 feet for heating and cooking gas during the winter months, and 35 cents during the summer. Pipes are being laid on the ground from Tilbury to Chatham to con-

nect with the Gas Co.'s mains, here. Through freight and passenger traffic was active. No changes in rates of wages or hours of labour were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the recent wet weather and the large supply at the sugar factory, the farmers have been unable to gather the sugar beet crop.

Fishing.—Some heavy catches of fish were reported from the Lake Shore near Morpeth; over 100 boxes containing 115 lbs., each were brought in one day, lately.

Manufacturing.—Factories were fairly active.

Railroad construction.—The C. W. and Lake Shore Electric R. R. Co. expects to commence the work of strengthening the Third street bridge soon.

CONDITION OF PARTICULAR TRADES.

Building.—The different branches were quiet.

Metal and engineering.—Iron moulders, machinists and engineers were fairly active.

Woodworking and furnishing. — Carriage and wagon makers were fairly busy. Coopers were active.

Printing and allied.—Printers, pressmen and bookbinders were busy.

Clothing. — Journeymen tailors were active. Boot and shoe workers were quiet.

Food and tobacco preparation.—Bakers, butchers and cigar makers were busy.

Leather.—Leather workers were quiet.

Miscellaneous.—Barbers, delivery employees and theatre managers were active.

Transport.—All railroad men reported a busy month. Teamsters and express men were active.

Unskilled labour.—Was active and in demand.

DISTRICT NOTES.

Tilbury.—A gas well flowing millions of feet a day, has been struck. The Chatham Oil and Gas Co. is the owner. Plans are being made for many new business places, and residences, and a great many building lots have been sold.

Merlin.—During the month of November there was shipped 100 car tanks of oil, ten cars increase over the August output; or about 12,000 barrels. The oil discoveries have made a great change in the business transacted at this station. Freight receipts in August were $4,713.57 in comparison with $1,046.06 in August last year.

WINDSOR, ONT. AND DISTRICT.

Mr. D. Mitchell, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Weather conditions were favourable for outdoor employment; and labour was very active, especially in the building trades, in which a number of contracts were let. Houses renting at $10 and $12 were very scarce, rentals having advanced fully 50 per cent within the past 10 years. A new overall factory will be erected to give employment to 100 girls.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Factories were busy; the bent goods establishiment was advertising for 25 hands.

Railway construction.—The Sandwich, Windsor and Amherstburg Railway Co. has purchased the Windsor and Tecumseh Electric Railway, and has a large gang of men getting it ready for operation.

CONDITION OF PARTICULAR TRADES.

Building.—Operations were very active and good carpenters were in demand.

Metal, engineering and shipbuilding.—These trades were active.

Woodworking and furnishing.—A number of woodworking establishments were working overtime.

Printing.—Activity prevailed.

Clothing.—Tailors and garment workers were busy.

Food and tobacco preparation.—Employees were active.

Leather.—These trades were active.

Miscellaneous.—A good month was reported.

Transport.—Railway men had a busy month; other employees an active month.

Unskilled labour.—This class was well employed at wages ranging from 14 to 22 cents per hour, being the same as in December, 1905.

SAULT ST. MARIE AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour were well employed throughout November. The lumbering industry was very busy. Trade was fair, the merchants having their winter's supplies rushed in prior to the close of navigation. The recent storms caused some severe losses to shippers. One of the Algoma Central Company's boats ran on the rocks at Silver Island in Lake Superior and sank in 300 feet of water with 2,500 tons of rails consigned to the G. T. P. at Fort William. Civic improvement work was for the most part completed. Favorable reports were received from a number of mining prospects that are being worked in this vicinity. The Ontario Copper Company it was said, will erect a smelter at Dean Lake, while a second company was proposing to erect one at Bruce Mines. The steel plant and veneer mills of the Lake Superior Corporations were running to full capacity. At Steelton a new town hall was nearing completion, and it was decided to instal an acetylene gas lighting plant. The new municipal water-works system is being rapidly brought to completion. The manufacturing industry was active, and the several skilled trades were well employed.

PORT ARTHUR, FORT WILLIAM AND DISTRICT.

Mr. R. B. Hardstone, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of November has been one of great activity in every branch of industry throughout this district. The closing days of navigation are always a period of anxiety to those responsible for transportation at these Lake Ports, but the great increase in the volume of East and West bound freight this year has greatly increased the difficulties of all concerned. It is not possible as yet to obtain accurate statistics showing the volumn of business handled at the head of the Lakes during November. During October, however, the C. P. R. Co. unloaded from vessels in Fort William, 123,000 tons of package freight as against 72,000 tons during October, 1905. The C. P. R. Co., in order to accommodate the great increase of traffic, in excess of what was ample for the business of 1905, has erected two docks, with sheds 415 feet by 76 feet and 700 feet by 35 feet. Even with this large increase of space it will be difficult to handle all the business consigned. Vessels have all received good cargoes, no complaints being made of delay here.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Trade in wood, including lumber, bridge timber, piles and ties, has been so active this year that supplies in every line have been exhausted, and as orders on hand for next year indicate a consumption largely in excess of this year's production, work will be furnished to a larger number of men than have ever before been required in this line. Under these circumstances bushmen are scarce, but with satisfactory wages and improved conditions of camp life, including regular and efficient medical attendance, many who have avoided it in the past are engaging in this work, with the result that 6,000 is a conservative estimate of the

number that have been sent to the camps by contractors, so far, this season. The following contracts for ties have been awarded: To A. C. Mackenzie, 1,250,000 for the C. N. R. Co.; to Greer Bros. 2,000,000 for the G. T. P. Co.

Fishing.—This industry, which gives employment to about 300 men, had a satisfactory season's business, the catch since the opening of the herring season being a particularly large one.

Mining.—The Consolidated Mining Co which is operating some properties on the Port Arthur and Duluth branch of the C. N. R., has made shipments with most satisfactory results, and is extending its operations. The buildings are of a permanent character, equipped with electric light and other modern conveniences, including telephone connection with Port Arthur. Iron mining is at present quiet, awaiting the completion of the blast furnace at Port Arthur which is expected to be finished in February. As a result of the labours of prospectors, and the critical tests of experts the greatest activity will prevail in this line in the early spring.

CONDITION OF PARTICULAR TRADES.

Building.--This has been the best season these trades have ever had. The weather has been exceptionally fine. The work in all lines was conducted under favorable conditions, but the demand for buildings for business, manufacturing and domestic purposes is so great that with the advance of winter the best that could be accomplished was in many instances, to complete the outside and thus enable inside work to be continued. A large force in every line will be furnished steady employment until the early spring.

Unskilled labour.—This class can now find profitable employment during the whole year at this point, the winter instead of being more or less a drain on summer earnings furnishing opportunities for employment at remunerative wages.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

During November, work was very plentiful being only interrupted by one brief storm. Men were already being sent to the woods in large numbers, but the market appeared to be well supplied. Of the larger industrial establishments in Winnipeg ten have completed considerable additions to their factories, during the year, and fully thirty entirely new enterprises have completed new buildings. General business appeared to be keeping up to expectations. Activity was very pronounced in the building trades. The transportation companies were also busy and were unable to keep up with the demand. Bank clearings continued to maintain a steady increase of about 50 per cent. over last year's figures. Many new companies are seeking incorporation, and others are increasing their powers as to capitalization. The "Malcolm Canneries" reported a satisfactory response to their appeal for subscriptions to capital. Approximately $250,000 have been subscribed, and upon this sufficient has been paid-up to warrant the directors commencing active operations. The Manitoba Canning Co., which has its factory at Grande Pointe, is now running to full capacity. During the summer it has been rebuilt and new machinery has been installed which will increase very materially its output. No marked changes in rates of wages have been reported, and there were no industrial disturbances. The Home Bank of Canada opened a branch in Winnipeg during the month.

Outside work for the City of Winnipeg has with the exception of sewer digging, practically ceased for the winter. As a result a very large number of men will have to seek other employment.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Many leading agriculturists of Western Canada have been in

Winnipeg, giving evidence before the Royal Commission on the grain business of Manitoba, and the West. Farmers have complained of their inability to get cars to move their grain, and the ranchers of the west have made similar complaints.

Lumbering.—More than usual activity prevailed. Many men are being taken from railroad work into the woods, being hired at the following rates—Swampers, $30 per month; teamsters, $35 per month; teamsters (four horses) $40 per month; man and team $40 to $50; sawyers, $35 per month; under-cutters, $37.00 per month; loaders, $40; landing men $35; cooks, $75.00. In the Prince Albert district special activity prevails and men are being taken from Winnipeg to that point.

CONDITION OF PARTICULAR TRADES.

Building.—All have as yet very steady employment. Many have left the city for the winter, but those that are still on hand found lots of work to do, permits being taken out as fast as ever. The total number building permits issued to November 23, was 3,357 involving an estimated expenditure of $12,139,000 or $1,300,000 more than for the whole of 1905. Although this amount is very large, it is quite evident from the number of plans in the hands of architects that the activity in building will continue next year.

Metal.—These trades were equally as busy as the building trades. Orders continued to flow in. One or two new shops are about ready to start operations.

Woodworking and furnishing.—The woodworking trades were busy in sympathy with the building activity. There was a demand for the finer grade of work.

Printing.—Printers have had a busier season than usual, all available hands being at work.

Clothing.—Journeymen tailors were fully employed although trade is being cut into by the increased demand for partially made-up clothing. The garment factories reported business active.

Food and tobacco preparation.—Bakers reported business steadily advancing with the increase in population.

Leather.—The several leather factories were running to full capacity, and reported business as heavy as they could handle.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The continuation of favorable weather enabled building and railway construction contractors to finish their season's work. Several advertisements appeared in local papers from November 12th to 15th, for carpenters, mechanics for putting up shafting, moulders, blacksmiths and sand-stone cutters. Bricklayers were also wanted at Regina at a wage of 70 cents per hour. Railway construction will be discontinued as soon as the frost comes. The inspector of public health in railway camps stated that there had been many typhoid cases in the camps this fall, but that the disease is now abating. Transportation companies were very busy, and wholesale and retail merchants reported trade very good. There were no changes in rates of wages or hours of labour, and no unrest in the labour market.

At a meeting of the Municipalities of Manitoba held at Partage La Prairie, the telephone question was fully discussed, and a number of amendments to recent legislation suggested.

CONDITION OF LOCAL INDUSTRIES.

The fine weather enabled farmers to finish threshing operations, and to do a large amount of fall ploughing, as was evidenced by the comparatively light deliveries of grain at the elevators. This season the grain has been stored, threshed and reaped, without having been wet by a single shower; so that the wheat is all of the best color, grading well, and is extra hard. Competent authorities now estimate that the grain yield for Manitoba, Saskatchewan and Alberta is 86,304,000 bushels. The flax yield is

estimated at 629,000 bushels. The finest yield of wheat reported in this province is from a farm near Pipestone, 10,000 bushels having been threshed, averaging over 30 bushels to the acre and grading No. 1 hard. This farm of one section of land will market 20,000 bushels of wheat grading No. 1 hard.

Manufacturing.—Both flour mills reported trade very active.

Railway construction.—It is reported that new settlers are prosperous in the west, and that no cases of want have been reported from any quarter. The year has been a most satisfactory one, and settlement everywhere is preceding the projected railways. It is said, that when the Grand Trunk Pacific Railway is constructed it will run through a populated country, from Winnipeg to Edmonton. All railway construction will be practically over with the advent of frost, save work on bridges. The rails on the B. S. and H. B. railway are completed up to Eleventh street, where the depot is to be erected. The road inspector is looking over the road from Brandon to Souris river for freight purposes; the road will be ready to operate its passenger service before December 1. The C. N. Railway has made provision for a through service to Prince Albert via Carbery; and to points west to Dauphin on the main line. Railway construction on the C. P. R., which has been extensive, is now over for the season. Considerable difficulty has been experienced in procuring sufficient hands.

Other industries.—An American firm has commenced the erection of a large warehouse in close proximity to the railways, for the distribution of agricultural machinery.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers, plasterers, painters, decorators and paperhangers, plumbers, steam fitters, stone cutters, and builders' labourers, were all busy up to November 16, with advertisements in some of the local papers for members of these trades. Winter having now set in outside work will be discontinued.

Metal engineering and shipbuilding.—Machinists, sheet metal workers, moulders and pattern makers were very busy.

Woodworking and furnishing.—With upholsterers, trade was somewhat dull.

Printing and allied.—Printers and pressmen were very active.

Clothing.—Journeymen tailors, garment workers, and boot and shoe workers were very busy.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters, cigar makers and tobacco workers were busy, with an opening for one baker.

Ice-handlers.—Found trade quiet.

Leather.—Tanners, leather workers, saddlers and curriers were quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees and laundry workers were busy.

Transport.—Men engaged in the railway service were busy. Freight and passenger traffic was heavy. Freight handlers and cab drivers, draymen, teamsters and expressmen were all busy.

Unskilled labour.—Winter having set in on November 16, the unskilled labour market was over supplied.

MOOSE JAW, SASK. AND DISTRICT.

Mr. J. R. D. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The same active conditions prevailed during November as during the latter part of October. No interruption of building occurred through weather conditions up to November 15, when a snow fall and storm for three days throughout the province caused a stoppage of out door work for the season, although work on small buildings was continued. According to present estimates the crop grown in the district will amount to something over 3,000,000 bushels, which is equivalent to the amount produced last year from the whole province of Alberta.

There was considerable hardship and

suffering caused throughout the province through the scarcity of fuel owing to the strike at Lethbridge, which is the chief source of supply for fuel throughout the province. Since the storm of November 15, conditions have become more serious. The people utilizing anything that is combustible, such as lumber, straw, or fencing. The coal mines at Medicine Hat were re-opened, but the city of Regina has secured the supply from this source, and the mines at Coalfields, Roche Perce and Estman are inadequate to supply the demand. There is no wood throughout the agricultural parts of the province. As a result of governmental action, twenty cars of coal was brought into the province to the places suffering the most. Moose Jaw has not suffered, as it is one of the chief coal distributing centres in the West, and a plentiful supply is always on hand.

Railway employees and general transportation hands were very busy. There was more overtime worked than in October, as there was a more plentiful supply of cars for the movement of grain. Passenger traffic was unprecedentedly heavy. The Spokane and International Railway will probably open for traffic, very shortly. There have been numbers of dining-cars parlor-and day-coaches, conductor-vans and several locomotives all of the first class type transported over the C. P. R. for this road. When this system opens it will cause a large increase in the amount of traffic on the C.P.R. and will be a factor of benefit to railway employees of Moose Jaw, and all along the main line to Medicine Hat.

The contractors, who are laying the pipe line from the Snowdy Springs, reported good progress. All factory employees, tailors, barbers, bartenders, clerks, etc. were exceptionally busy owing to the excellent harvest and the favourable labour conditions. During the month the Royal Bank of Canada opened a branch in Moose Jaw.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Exceptionally favourable weather conditions have prevailed. There was ploughing up to November 15, and there is a greater amount of land ready for crop next spring than in any previous season. The Elbow branch of the C. P. R. has been a great convenience to farmers who previously were compelled to draw grain at a distance of from 10 to 25 miles, causing serious delay.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, lathers and plasterers were not so active as in October. Carpenters and joiners were active. Painters, decorators, and paperhangers were dull. Plumbers were busy, as were gas and steamfitters. Stonecutters were idle and builders' labourers were not active.

Metal and engineering. — Machinists, engineers, electrical workers and linemen were very busy.

Metal polishers. — Blacksmiths and boilermakers were active. Horseshoers were very busy, while jewellers were busy.

Woodworking and furnishing. — Carriage and wagonmakers were active. Car builders were very busy.

Printing and allied trades.—Printers and pressmen were active, and business was increasing.

Clothing.—Journeymen tailors were very busy and garment workers extra busy, with labour scarce. Boot and shoe makers were very active.

Food and tobacco.—Bakers and confectioners were very active. Butchers and meat cutters were exceptionally busy. Cigarmakers were active.

Leather.—Leather workers and saddlers were active.

Miscellaneous.—Barbers were very busy. Clerks, stenographers and delivery employees were very active, and employment good. Hotel and restaurant and theatre employees were exceptionally busy.

Transport.—Railroad conductors, locomotive firemen, railroad telegraphers, railroad trainmen, switchmen, trackmen, and freight handlers were very busy. Teamsters were very active.

Unskilled labour.—There was a greater

supply than the demand for unskilled labour owing to closing of the railway construction, but all requiring employment were at very little trouble to procure work.

DISTRICT NOTES.

Regina.—The largest hotel in the city was burned, five persons perishing. The estimated value of the building was $75,000.

Estman.—Building activity this year was greater than during all previous years. Real estate has advanced more than two hundred per cent. in value. Estman is the terminal of the Souris section of the Soo Railway. It produces the chief supply of fuel for South-western Manitoba and southern Saskatchewan, giving employment to several hundred miners. The C. P. R. Co. is expending $30,000 in extending its railway yards, and has planned to erect an addition of six stalls to the round house, a new coal shed, water tank, turn table and freight sheds which will cost about $65,000 and will give permanent employment to a large staff.

Prince Albert.—The proposal of a promoter to establish a street railway has been rejected. The city has decided to operate its own street railway.

Yorkton.—Important municipal improvements are proposed. The G. T. P. surveyors have located a branch line into Yorkton, which possesses eight elevators, the last one built having a capacity of 40,000 bushels.

Saskatoon.—Business was very brisk, many buildings and factories having heen recently erected. A large brewery to cost $100,000 has been commenced. The Real Estate market was very active.

CALGARY AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed, conditions having been fully as favorable as in previous months, and better than is generally the case in November. The building trades have been very active, and there has been a steady demand for carpenters. Unskilled labour, which is generally in excess of the demand during the fall and winter, has been very well employed this season. The building trades have employed a number of this class, and any surplus labour has been able to secure employment in the lumber camps. The Alberta Biscuit Factory commenced manufacturing, and will employ about 40 hands. Bank clearings for the first week of November reached the highest total since the establishment of the clearing house, viz., $1,750,757. The returns for the first week's operations in May were $722,379, and there has been a steady increase during the intervening weeks. The freight distributed from Calgary increased 48 per cent, during the last twelve months. The monthly customs house receipts increased from $19,217.82 to $35,651.33 between October 1905 and 1906. Eighty wholesale houses are now represented in Calgary, and twenty manufacturers are established here; twelve banks, also, are doing business here. Wholesale dealers and retailers had a very successful month. Commencing with November 1st, the carpenters were to work eight hours a day with 35 cents per hour as a minimum wage; the change affected some 300 carpenters.

The population of the city as shown by the census returns is 11,967 not including the five suburbs of Calgary. These are Bankview with 126, Breweryville with 351, Hillhurst with 166, Riverside with 826 (including Eau Claire), and Rouleauville with 780. Counted together, they give a population of 14,216.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The camps are preparing for a large cut of logs this winter as they expect another busy season in the building trades throughout the new provinces during the coming year. Hence, a large number of men are being engaged for the lumber camps.

Mining.—The coal mining industry in

southern Alberta has been practically suspended during the summer and fall months, on account of a prolonged labour dispute. There is a scarcity of coal, though Calgary has not suffered to any extent as yet. In former years, Calgary received a large supply of coal from the Galt mines at Lethbridge, and generally at this season of the year the local agents had the sheds well stocked with Galt coal. This year they have not a ton on hand to commence the winter. Calgary also receives a large supply of coal from Bankhead, and as there has been no interruption to operations at these mines there is a greater percentage of Bankhead coal being used than in former years. The Bankkead coal is retailing at $7.00 per ton, the same price as in previous years. Kneehill coal is being offered on the streets at $11.00 per ton in limited quantities. This coal is of very good quality, but has to be freighted a distance of 60 miles by team. Coal from the Crow's Nest Coal Co., and other mines along the Crow's Nest Railway is being supplied to customers at $6.25 per ton, an advance of 50 cents per ton over previous years. So far there has been no suffering locally for the want of coal for heating purposes as the weather has been mild and the community has used a greater amount of wood than would otherwise have been consumed. Should there be a severe cold spell soon there is a possibility that a number of families would suffer. None of the manufacturing industries have had to close down for want of fuel.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, plasterers, painters, decorators, paper hangers stone-cutters and builders' labourers were active. Carpenters, joiners and lathers were very busy. Plumbers, gas and steamfitters were busy.

Metal and engineering.—Iron moulders, iron workers and helpers, blacksmiths, boilermakers, horseshoers and jewellers were busy. Machinists, engineers, steam engineers, electrical workers and linemen were active. Sheet metal workers were very busy.

Woodworking and furnishing.—Woodworkers were very busy, carriage and wagon makers were active.

Printers.—Printers, pressmen, electrotypers and bookbinders were busy.

Clothing.—Joruneymen tailors, garmentmakers and boot and shoemakers were busy.

Food and tobacco.—Bakers, confectioners, butchers and meat cutters were active. Cigar makers were busy.

Leather.—Leather workers and saddlers were active.

Miscellaneous.—Barbers, clerks, stenographers and delivery employees, hotel, restaurant and theatre employees, laundry workers and soap workers were busy.

Transport.—Railroad conductors, local engineers, local firemen, railroad telegraphers, railroad trainmen, railroad switchmen and railroad trackmen and freight handlers were very busy. Cabmen draymen, teamsters and expressmen were busy.

Unskilled labour.—This class was active.

EDMONTON, ALTA. AND DISTRICT.

Mr. W. A. Deyl, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General activity continued during November, notwithstanding occasional snow storms, and labour was exceptionally busy for this season of the year. There is every indication that there will be no cessation during the winter months. Several new industries have been secured, one being a packing plant to cost $500,000 the machinery for which has already been ordered, and construction on which will begin shortly. The Edmonton Brewing Company proposes to erect a $250,000 plant. A number of other propositions are receiving the consideration of the city council with reference to water and light privileges. Contracts were awarded by the city council for the paving of certain streets with bitulithic and carbolignum wood blocks at an approximate cost of $296,000.00: work will commence on the

same as early as possible next spring. It has also been decided to construct an electric street railway system to be operated by the city; and orders will be given shortly for the necessary material so that the same will be on hand by spring. Building operations continued active. Several large buildings are nearing completion, while numerous others are being commenced, keeping building tradesmen busy. The Windsor Hotel Co., has commenced excavating for an addition to the present building, which will cost when completed about $100,000.00, and will accommodate about 300 guests. The transportation of grain has been very active causing an increase in both retail and wholesale trade. The blacksmiths secured an increase of wages from $2.75 to $3.25 per day, and a reduction in hours from 10 to 9 on November 1, 1906.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Threshing operations continued, and some large yields were shown. The provincial department of agriculture has decided to establish experimental fruit farms throughout the province.

Lumbering.—Operations have commenced in the woods. There was a great demand for labour, and very good wages were offered.

Mining.—Coal mining, which is rapidly increasing in importance in this district, had a very busy month. Owing to the scarcity of coal in the districts to the east and south all mines have been worked to the utmost capacity, but were unable to fill all of the heavy orders.

Railway construction.—Steel laying has gone on very actively on the branches of the Canadian Northern. Work has commenced on the construction of the bridge for the Grand Trunk Pacific which crosses the Saskatchewan river a short distance below the City, and operations will continue during the winter. The ratepayers of Edmonton have authorized the expenditure of $75,000.00 with which to purchase the right of way for the Grand Trunk Pacific railway which will enable the city council to fulfil the terms of their agreement with the company.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, and builders' labourers were active. Carpenters, lathers, joiners, plasterers, painters, plumbers and steam-fitters were very busy.

Metal engineering.—Machinists, steam-engineers, electrical workers, linemen, blacksmiths, and sheet metal workers were very busy.

Woodworking and furnishing.—Woodworkers and carriage and wagonmakers were busy.

Printing and allied.—Printers, pressmen and bookbinders were very busy.

Clothing.—Journeymen tailors were active.

Food and tobacco preparation.—Bakers, butchers, meat cutters and cigarmakers were busy.

Miscellaneous.—Barbers, clerks, stenographers, hotel and restaurant employees and laundry workers were busy.

Transport.—All branches were busy.

Unskilled labour.—On the whole, this class was actively engaged.

NELSON, B. C. AND DISTRICT.

Mr. H. B. Docksteader, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout the Kootenay district during November was active, except at Fernie, Michel, Trail and Rossland, where the effects of the strike at the Crows Nest Pass Coal Co.'s Collieries were felt. The strike, however, was settled, and the men returned to work under their old agreement, about November 15. The supply of unskilled labour was fully equal to the demand, though squads of Hindus arrived here from the coast occasionally. The provincial government has let the contract for the construction of a new and commodious Court House at Nelson. The contract price was reported at $74,990.00, work to commence as soon as the old Court House can be removed.

CONDITION OF LOCAL INDUSTRIES.

Mining.—A London cablegram shows the 'Le Roi' October output to have been as follows: Shipments, 12,720 tons, containing 4,415 ounces gold, 5,400 ounces, silver, 244,000 pounds copper; estimated profit on this ore after deducting cost of mining, smelting realization and depreciation, $30,000; expenditure on development work, $15,000. At the annual meeting of the Le Roi Mining Co., held in London, recently, a dividend of $100,000 was declared; this makes a grand total of dividends for that mine of $1,477,000. The shaft of the "Centre Star" mine at Rossland reached a depth of 1800 feet on November 3. The settlement of the Coal Miners' strike at the Crows' Nest Pass Collieries has considerably relieved the lack of coke with which to smelt the ore. It will be only a question of a few days until the smelters have resumed operations at Trail and North Port, and this will cause the mines to resume shipments on a larger scale than before the strike began for the reason that they have taken advantage of the opportunity afforded to break down ore, improve the condition of their plants, and to do considerable advance development work. The Ore Hill Mine, situated near Salmo, is reported to have struck in the course of development a vein 15 feet wide, carrying gold and silver values, assays running from $43.00 to $78.00 across the vein. The bunk-house of this company, was burned on November 19, a number of employees losing effects. It may be noted that several free-gold prospects in the Salmo district, are developing favourably at depth. A strike of high grade silver lead ore was reported recently by the management of the "Last Chance" mine near Sandon, in the lowest level of that mine. A Sandon syndicate some months ago, secured a lease and bond on the McAllister Group of claims near Three Forks, and a small crew of men has been worked. This has resulted in a shipment (recently) of some thirty tons of high grade ore. The largest monthly pay-roll in the history of the "St Eugene" at Moyie was on November 10, when $36,000 was disbursed; there were 340 men on the pay roll, the average wage per man, per month, being over $100.00. The increase in pay-roll over last month is due to extra workmen employed in the shaft. The "Libby" Claim in Kinsworth camp reported another discovery of clean Galena;' the "Libby" vein parallels the Krao vein, but at some distance to the north.

Lumbering.—The lumber mills were all busy. A new mill is about ready for operating near Proctor on Kootenay Lake, and a couple of other new mills are contemplated, though the managements report there is a shortage of skilled workmen.

NEW WESTMINSTER, AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active, though a large number of fishermen are out of their regular employment. The majority of these, however, have small farms on which they spend the winter making improvements thus assuring themselves of a permanent and valuable home in the near future. The white fishermen in this province are as a whole, a very steady and industrious class. The Crystal Glass Co., expects to have its plant in operation by the middle of February, 1907. About sixty employees will be required at the start. A new boiler making plant is being erected in this city. About $4,000 will be spent at once, in the erection of a gymnasium for Columbia College. A site has been secured at which the buildings for the manufacture of wooden pipes will be erected, and work is expected to commence in the near future. An eastern firm is negotiating for a site upon which to establish soap works. The new Dominion Government snag boat (to be used on the Skeena river) has been launched, and the machinery will be placed at once so as to have the boat available for service in the early spring. The bonus this year for the

employees of the B. C. Electric Railway amounted to $45.00, the directors allotting one third of the remainder of the net earnings after 4 per cent dividend has been taken out for the shareholders. All employees who have been in the service of the company for the preceding fiscal year are participants in the distribution, the fund being divided equally without regard to length of service or rank. The amount available for the fund this year is $20,000, and as there are about 450 employees the amount for each is $45.00. The first year the amount was $25.00, the second, $30.00, and the third, $35.00. The bonus is given to all employees in all departments. No interruption in the service through strikes or other causes took place, all employees being satisfied with their positions. The men have a union which is recognized by the company, and all matters of dispute are dealt with through this union. All the municipalities through which the proposed electric road between this city and Chilliwack will pass, have declared themselves in favour of a by-law giving the Company certain privileges, and it is expected the directors will order construction to begin at once. The members of the Union of B. C. Municipalities met in Kamloops in the latter part of October. Certain legislation, which the members believe should be amended, will be brought before the Dominion and Provincial Governments. A strike occurred among the employees of the Chinese Laundries in this city, The men demanded an increase from $15.00 to $25.00 per month, and their demands were acceded to on the same day.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops are now safely harvested, and the farmers are clearing more land and preparing for next season by ploughing, etc. Good prices prevailed for all kinds of farm produce, the following being quotations:

Beef, Hind quarters, 7½ to 8 cents per lb.
Beef, Fore quarters, 3½ to 4 cents per lb.
Mutton, 12 to 12½ cents per lb.
Veal, 9½ to 10 cents per lb.
Pork, 9 to 9½ cents per lb.
Fowl, $7.00 to $8.00 per doz.
Chickens, $4.50 to $5.50 per dozen.
Ducks, $11.00 to $12.00 per dozen.
Geese, $1.00 to $1.25 each.
Eggs, fresh, 60 cents per dozen.
Eggs, cased, 30 to 35 cents per dozen.
Apples, 75 to $1.25 per barrel.
Potatoes, $12.00 to $14.00 per ton.
Onions, $1.25 per sack.

A provincial government official is at present in Great Britain with an exhibit of fruit from this province. It is hoped by this means to attract a number of desirable settlers to this province by showing them its possibilities for fruit growing.

Lumbering. — Lumbering continued active, all the mills working to their full capacity. Shipments to the prairie provinces have fallen off considerably, owing to the approach of winter, but many orders are being received for delivery next spring. The local and foreign market was active, and as the mills are about out of stock lumber, they expect to run all winter.

Fishing.—The run of cohoes has been much later this year than for some years previous, and while many early in the run took out their gear, those that remained have done very well, 20 cents each being paid for these fish. Very few fishermen remain now. The B. C. packers have shipped several carloads of frozen salmon and halibut to the Eastern market during the month.

CONDITION OF THE PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers, plasters, painters, decorators, etc., plumbers, gas and steam fitters and builders' labourers were active.

Metal and engineering.—Iron moulders, iron workers and helpers, core makers, machinists' engineers, and steam engineers were active. Electric workers and linemen were dull. Blacksmiths, boiler makers, shipwrights and caulkers and *horseshoers* were active. Jewellers were busy.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers were active. Car builders and shingle weavers were busy.

Printing and allied.—Printers and pressmen were active.

Clothing. — Journeymen tailors, garment makers and boot and shoe makers were active.

Food and tobacco.—Bakers, confectioners, butchers and meat-cutters were busy. Cigar makers were active.

Leather. — Tanners, curriers, leather workers and saddlers were active.

Miscellaneous.—Barbers, clerks and stenographers were active. Delivery employees and laundry workers were busy.

Transport. — Freight handlers, ship labourers, street railway employees, teamsters and expressmen were active, steamboat men busy.

Unskilled labour.—Was busy.

DISTRICT NOTES.

An option which was held by eastern capitalists on 26,000 acres of coal lands in the Nicola Valley was taken up. These lands will be tapped by the branch line which the C. P. R. is building from Spence's Bridge to Nicola. The coal is high grade bituminous.

VANCOUVER AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour in general has been well employed, conditions being more favourable than at this time last year. With the exception of a difference between the structural iron workers and the contractors on the new post-office over the scale of wages, there has been no disagreement reported in the labour market. This, however, was settled satisfactorily to both sides. It was announced that Barber and Co. will erect a new factory on False Creek, the first building of which will cost $4,000.00 Several new dwellings were being erected. The statement was given out that Granville street will be double-tracked for the tramway service. Many new tugs will be added to the local fleet within the next few months. Besides the large tug now under construction at Moodyville, the Hastings Mill Company is preparing plans for the construction of a smaller tug. Tenders have been called for the building of a 105 foot coal tug. It was announced that the C. P. R. Co., will build a large tug for towing the new transfer barge between Ladysmith, V. I. and Vancouver. Trade in all lines was reported good by the merchants. December promises to be the most active month of the year. The V. W. & T. have purchased extensive blocks of land at the east end of False Creek with a view for railway right of way through the city.

CONDITION OF PARTICULAR TRADES.

Building.—The weather was somewhat unfavourable, otherwise conditions were excellent.

Metal.—The different trades reported work good, excepting structural workers who were only partly employed, about 15 men having left for the Sound, leaving less than 20 men here.

Woodworking and furnishing.—Woodworkers, wagon makers, cabinetmakers, patternmakers, and coopers were exceptionally busy.

Printing and allied.—Job printers were active, and newspaper men were extra busy. A new morning daily will appear early in December.

Clothing.—These trades give promise of a busy December. During November, however, they were not as active as anticipated.

Food and tobacco.—Employment was steady. Two new cigar factories were opened.

Unskilled labour.—Workers of this class were in demand on road work when the weather permitted. There were a number of men, however, reported lacking employment.

DISTRICT NOTES.

North Vancouver.—Work was active at Wallace's ship yards.

VICTORIA B. C., AND DISTRICT.

Mr. J. D. McNiven, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labor conditions throughout November were favorable. Trade was good in nearly all lines and employment was exceptionally active for this season of the year. There was no demand for skilled labour that could not be supplied. There was, however, a great scarcity of school teachers. The Department of Education has had to issue about 200 temporary certificates to qualify persons to fill vacancies. The British Columbia Soap Works is shipping large quantities of laundry soap to Japan. By the last steamer to Yokohama 3,000 cases were forwarded. The Canadian Pacific Railway Company is making extensive explorations of their land area on Vancouver Island. Parties have been out during the past summer between Nanaimo and Alberni, and Cumberland and Alberni, for the purpose, it is said, of locating a route for a railway line between the points named. The British Columbia Electric Railway Co. has appropriated between $80,000 and $90,000 for expenditure on the Victoria branch of the system during the coming year. According to the terms of the profit-sharing system inaugurated by this company four years ago, the employees received their fourth annual dividend during the month, which amounted to $45.00 for each man in the Company's employ for one year previous to the distribution. For the three previous years the amounts were $25, $35 and $40 respectively. The corporation has had large gangs of men employed for the past six months laying cement sidewalks, and on sewerage extension work, the most of which will be finished at an early date, when a large number of men will be out of employment. During the season eight miles of cement sidewalks were laid costing about $60,000, and $75,000 were spent on sewerage extension. On November 19, all the boilermakers in the city, 34 in number, went on strike for an eight hour day with the same rate of pay as at present paid for nine hours. The present rate is $3.50 per day. Commencing early in the month, working hours in the shipyards were reduced from nine to eight, with a corresponding reduction in pay.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—All mills in the district were running full time. The demand for lumber has slackened somewhat, but the mills are accumulating as much stock as possible with a view to being ready for the anticipated active demand in the spring. Prices remained firm. The millmen complained of a scarcity of logs, and prices have again advanced. Fir logs are now selling at $10.50 to $12.50; spruce, $10.50 to $12.50; and cedar, $7.00 to $9.00. The mill at Sydney was recently enlarged, and new machinery put in. The new mill at Hartley Bay, having a daily capacity of 20,000 feet, was put in operation during the month.

Agriculture.—Poultry raising is beginning to attract considerable attention. Large quantities of eggs and poultry are imported from Manitoba, Ontario, California, Washington and Oregon. In 1904, the value of eggs and poultry imported amounted to over $400,000. Good prices prevail at all seasons; average wholesale prices for eggs on the coast are: fresh, 30 cents per dozen; case eggs 22 cents per dozen. The retail price for fresh eggs averages 37½ cents per dozen, ranging from 25 to 70 cents.

Manufacturing.—Manufacturers had all the work they could handle.

Mining.—Vigorous development work is being prosecuted at the Mount Sicker group with encouraging results. General activity was, also, reported from the Atlin camps.

Other industries.—The total sealing catch for the seventeen schooners operating from this port for the year was 9,966 skins. Returns for the catch taken by the Indians are not yet available, but when in, the total for the year will compare favourably with that of 1905. On the 17 schooners there were employed 200

white men, and a slightly greater number of Indians.

CONDITION OF PARTICULAR TRADES.

Building.—For the season of the year conditions in the building trades were good, and employment was general when the weather was favorable for out-door work. Bricklayers, masons, carpenters, joiners and painters had fair employment. Lathers and plasterers were busy, while plumbers were dull. There was little work offered for stonecutters. Builders' labourers were well employed.

Metal and engineering.—Work was brisk in the ship yards, but conditions were disturbed by the boilermakers going out on strike for an eight-hour day. Iron moulders were not so well employed as they have been for some months previous. Machinists and engineers were busy. Engineers, elecrical workers and linemen had fair employment. Blacksmiths were busy. Boilermakers and shipbuilders had full employment up to November 19, when they struck for an eight-hour day. Shipwrights, caulkers, sheet metal workers and horse-shoers were well employed.

Woodworking and furnishing.—Woodworkers, upholsterers, carriage and wagonmakers had full employment.

Printing and allied.—Trade was brisk and printers were in demand. Pressmen and bookbinders had full employment.

Clothing.—Journeymen tailors had fair employment. Garment workers were busy.

Food and tobacco preparation.—Bakers, butchers and cigarmakers were well employed.

Leather.—Harnessmakers and saddlers had a busy month.

Miscellaneous.—Barbers, clerks and delivery employees were well employed. Laundry workers were busy.

Transport.—Local steamboat men and steamboat firemen had a good month. As navigation on the northern river has closed a number of the above class have arrived for the winter. Ship labourers and longshoremen were well employed. Street railway employees had a good month. Cab drivers, hackmen, carters, draymen, teamsters and expressmen were well employed.

Unskilled labour.—This class was well employed.

NANAIMO, B. C. AND DISTRICT.

Mr. E. A. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been little change in labour conditions since October, there being an increased demand for men in most classes, especially among unskilled labour. For the time of year, the demand for men was almost unprecedented. There was exceptional activity in the lumber and coal trades, and although there has been a shortage of cars, conditions have not been as adverse as last month. Among the merchants it has been a very fair month. While there has been no change in rates of wages, in some industries there has been a gradual increase in the amount paid for work done.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There has been little activity among farmers.

Fishing.—Among fishermen, the month has been one of preparation for the run of herring, which is now commencing. It is expected that there will be a large increase in the amount of fish caught and cured over last season's pack.

Lumbering.—In the camps, work was greatly hindered by the wet weather, and there has been increasing shortage of logs. At the saw mills, work was rushed, as the demand for sawn lumber is on the increase. The companies could not get all the cars they wanted.

Mining.—Among the Quartz mines there was increasing activity, and an increase in the number of properties being opened up and those already in full work.

In the coal mines there was also great activity, the mines in the district working to their full capacity, and being unable to supply all demands, there being a shortage of men in the district to meet the present demand. The new quarry which was opened has commenced preparing rock, having received a contract, and it is expected that there will be a good demand for the class of stone produced.

Railroad construction.—The C. P. R. Co., has commenced work on a filling in this town, which will cost about $50,000. The Company has survey parties out in different parts of the Island.

ALBERTA LEGISLATION AFFECTING LABOUR. 1906.

THE first Session of the First Legislature of the Province of Alberta began at Edmonton, on March 15, and was concluded on May 9, 1906 (*). A review of the more important acts assented to during the Session, from the standpoint of industry and labour, is given below.

The Steam Boilers' Act.

The leading provisions of an act passed "respecting steam boilers" have reference to the inauguration and carrying out of a carefully defined system of boiler inspection, and the examination and certification of engineers.

The appointment of an inspector or inspectors of steam boilers, not to be interested in the sale of boilers or of steam machinery, is provided for, and the duties of these officers defined (1). They are permitted to enter at a reasonable hour any premises where a steam boiler is operated, the maximum penalty for obstructing an inspector in the performance of his duty being $50 (2). Every inspector is required to keep a record of boilers inspected, repairs ordered, boilers condemned, accidents to boilers and casualties in connection with boilers, and to make an annual report with regard to the same (3). An inspector may examine persons on oath, and a fine of $25 may be imposed for refusing to comply with a notice from an inspector to be examined (4). Boilers are to be inspected at least once a year, except in cases where they have not been operated since a previous inspection, or where a hydrostatic test has been made by a reputable manufacturer or repairer within one year (5). A fee of $5.00 is payable for an inspection on delivery of the certificate, though smaller boilers operated by private individuals in connection with cream separators are to be inspected free of charge, and boilers used for heating or domestic purposes are to be inspected for a fee of $2. (6). The certificate of inspection must be exposed in a conspicuous place in the boiler or engine room, and must be produced upon demand of the inspector, the penalty for violation of this clause being $25. (7). A penalty of not less than $25.00 or more than $100 may be imposed for operating a stationary boiler without an inspection certificate, or for operating a portable boiler without giving notice to the inspector or Minister of the intention to do so (8). Boilers which have been insured and inspected, by any duly incorporated boiler insurance company, or by a railway company complying with the requirements of the act, are exempted from this provision, if a certificate of inspection be produced when required (9). A boiler declared to be unsafe by the inspector must not be used prior to having been repaired under a penalty of $50 (10). Boilers in course of construction, or undergoing repairs may also be examined by an inspector (11). The re-

* The volume containing the statutes passed at this session was recently issued and a copy was received during November at the Department of Labour, through the courtesy of the King's Printer of Alberta. For the sake of greater accuracy a review of this legislation was delayed until such time as the statutes were available in printed form.

(1) Chap. 23, secs. 3 & 4.
(2) do secs. 6 & 7.
(3) do secs. 8 & 9.
(4) Chap. 23, sec. 10.
(5) do sec. 11.
(6) do sec. 12.
(7) do sec. 13.
(8) do sec. 14.
(9) do sec. 15.
(10) do sec. 16.
(11) do sec. 17.

iusal of the owner or operator to assist an fnspector in certain specified ways in carrying out a test is guarded against (12). The providing of approved steam gauges, fusible plugs and lock pop safety valves is ordered, a penalty of $50 being fixed for the removing or destroying of the sealing device in any lock pop safety valve that has been locked and sealed by an inspector (13). Accidents or casualties happening in connection with the operation of a boiler must be reported by the owner to the nearest inspector, under penalty of a maximum fine of $10 (14). The procedure to be followed by inspectors in inspecting a boiler is set forth in full detail (15). In conclusion, an inspector is required, in addition to the annual inspection of all boilers, to examine any boilers which may be reported to him to be in an unsafe condition, and to order the owner or operator of the same to make necessary repairs (16).

With reference to the granting of certificates to engineers, it is provided that all persons operating or in charge of a steam boiler, must hold a certificate of qualification, the penalty for violation of this section being fixed at not less than $5.00, or more than $50. (17). Duly qualified engineers holding certificates from centain specified bodies, may obtain provincial certificates upon application and upon payment of a fee of $3.00 (18). The certificates issued by the provincial authorities are divided into two classes, "provisional" and "final." A provisional certificate of qualification is limited to the operation of boilers of not more than 35 horse-power, and is granted upon application to any person of approved experience upon oral examination by an inspector, and upon payment of a fee of $3.00. A provisional certificate may, also, be granted to a person, who has served as assistant or fireman to the holder of a final certificate for a period, of not less than, one year. A provisional certificate is valid for a period of one year, but a second provisional certificate for one year may be issued upon the recommendation of an inspector and upon the payment of a fee of $1.00 (19). Final certificates are granted after a written examination, and the payment of a fee. Holders of provisional certificates, or other persons of approved experience in the operation of steam boilers, are allowed to apply. There are three classes of final certificates issued under the act. A candidate for a first-class certificate must have been employed in an engine building or repairing shop for at least, 24 months and to have had charge of boilers of 300 horse-power or over for a period of one year. Second class certificates entitle holders to operate steam boilers of not more than 500 horse-power, and third class certificates entitle holders to operate boilers of not more than 100 horse power (20). An appeal to the Minister is permitted in cases where the candidate considers that he has been unfairly dealt with by an inspector (21). A person holding a certificate must expose it in a conspicuous place in the engine or boiler room of which he is in charge under a penalty of not less than $5 and not more than $20. A person in charge of a portable engine and boiler must produce his certificate on demand of an inspector, absence or non-production of the certificate being prima facie evidence that he has no certificate (22). The act, also provides that, in cases where, owing to some unforeseen occurrence, it is impossible to secure the services of a duly qualified engineer, the inspector may grant a permit to any person of good conduct and sobriety to operate the boiler for a period of 30 days, on payment of a fee of $3. (23). The employment of non-certificated engineers, or the absence of an engineer in charge of a plant from duty in connection, therewith, while the plant is in operation, for more than 30 minutes at a time, is express ly forbidden (24), the maximum penalty being $50.

(12) Chap. 23, sec. 18.
(13) do secs. 19, 20 & 20.
(14) do sec. 22.
(15) do secs. 23, 24 & 25.
(16) do sec. 26.
(17) do secs. 27.
(18) do sec. 28.

(19) Chap. 23, sec. 29.
(20) do sec. 30 & 31.
(21) do sec. 32.
(22) de sec. 32.
(23) do sec. 34.
(24) do sec. 35, 36 and 40.

The Coal Mines Act.

An act was passed for the protection of workpeople in mines of coal, stratified iron-stone, shale, and fire clay. Among precautions enjoined are, the keeping of a register of employees; the prohibition of single shafts, except in certain specified cases; the providing of proper apparatus for raising and lowering persons at shafts; and the prohibition of the employment of females, boys under 12 years of age; or boys above 12 and under 16 years of age who are unable to read and write, and have not passed a specified educational test (25). The employment of managers, pit bosses, shot lighters and fire bosses is called for; it is further stipulated that officials of these classes must be competent, and must have been duly certificated by a Board of Examiners, the constitution and proceedings of which are set forth in detail (26). The protection of miners' wages is ensured under a separate division which requires that wages must not be paid at a public house, and that in cases where they are paid according to the weight of mineral, the latter must be truly weighed at a place as near to the pit-mouth as practicable, or measured at the working face. Certain deductions in respect of stone or other material mined are permitted. An employee may by order in writing, authorize his employer to apply the whole or part of his wages to the payment of any debt, the amount of the payment to be specified—deductions on account of powder, coal oil, rent, doctor's fees or other supplies are also allowed. Provision is made for the appointment of check-weighers, the duties and remuneration of whom are defined (27). The proper ventilation of mines, and the prompt reporting of all accidents are required, as well as the giving of notice in case of a change in ownership, workings, etc., or the abandonment of a mine (28). The appointment of mines inspectors, is provided for, and their qualifications and duties defined at length, with special reference to the conducting of inquiries, the protection of employees, the holding of coroners' inquests, etc., (29). The general rules which are laid down, for observance in so far as reasonably practicable in every mine, call for proper ventilation, protection from gas, the use of safety lamps; the safeguarding of explosives, the use of man-holes, and water and bore-holes, the fencing and other protection of shafts, signalling, the securing of safety about machinery and boilers, the inspection of machinery, and other matters relating primarily to the safety of miners (30). The adoption of special rules and the imposition of penalties are dealt with (31). The owner, agent or manager of a mine must when required by the Minister furnish such information with regard to the mine as may be asked for (32).

(25) Chap. 25, secs. 5 to 12.
(26) do secs. 13 to 29.
(27) do secs. 30 to 38.
(28) do secs. 39 to 43.

Municipal Telephones.

An act was passed for the purpose of empowering municipalities to construct or purchase, and operate telephone systems within the corporation limits, under the general supervision of the provincia Department of Public Works (33). The employment of engineers and other officers, the breaking up of the public streets, and the entering of private property in connection with construction operations are permitted (34). An account of receipts and disbursements must be kept separately from the other books of the municipality, the municipality being given power to regulate the distribution of telephones; fix charges; and collect rentals under by-law (35). A municipal telephone service is not subject to seizure, nor is the municipality liable for damages on account of accidents (36). Employees are to hold office during the pleasure of the council (37). Other provisions of the act have reference to the conveyance of lands, the control of appliances; the making of assessments; the payment of revenue; and the borrowing powers of municipalities (38). The con-

(29) Chap. 25, secs. 44 to 50.
(30) do sec 51.
(31) do secs. 52 to 68.
(32) do sec. 70.
(33) Chap. 31, sec. 3.
(34) do secs. 4 to 6.
(35) do sec. 10.
(36) do secs. 11 & 13.
(37) do sec. 12.
(38) do secs. 15 to 19.

nection of municipal telephone system with the lines of outside companies, municipalities or the Government of Alberta is provided for (39).

Encouragement to the Sugar Beet Industry.

The sum of $250,000 was set aside as a special fund for the purpose of encouraging the growth of sugar beets, and the establishment of factories within the province for the manufacture of refined sugar (40). A person establishing a properly equipped plant of this kind is to be entitled to a bounty of one-half a cent per pound for all sugar of first-class marketable quality produced during the first and second year's operations, and one-quarter of a cent per pound for the product of the third, fourth and fifth years, after which no further bounty may be granted (41). Not more than $50,000 may be paid out of the fund in any one year (42). Among conditions to be complied with by the manufacturers are, the furnishing of satisfactory proof as to production; the payment of $4.00 per ton for beets testing 12 per cent of saccharine matter, $4.50 per ton for beets testing 14 per cent., and $5.00 per ton for beets testing 16 per cent.; and the distribution by the manufacturer of one-half of the bonus which he receives proportionately among the persons who have supplied the beets (43).

(39) do sec. 20.
(40) Chap. 37, sec. 1.
(41) do sec. 3.
(42) do sec. 4.
(43) do secs. 5 & 6.

Miscellaneous.

A mechanics' Lien Act was passed.

The appointment of a Provincial Health Officer was authorized (44).

Among statutes of particular interest to agriculturalists were the following: An act "respecting the Department of Agriculture," defining the duties of the Department, and providing that information must be supplied to the Department by agricultural societies, municipal councils, school boards, companies, public officials, medical practitioners, veterinary surgeons etc., under penalty of a maximum fine of $20 (45); an act respecting real property (46); an act to regulate the speed and operation of motor vehicles on highways (47); an act with respect to brands, requiring drovers when removing stock to a point beyond the province, or for a distance of 20 miles within the province, to obtain a Brand Recorder's certificate of the brand of the stock as a proof that the said stock is properly in his possession, and providing for the appointment of a board of brand commissioners (48); and an act with regard to estray animals (49).

† It is the intention of the Department to publish in an early issue of the Labour Gazette a special article dealing with legislation throughout Canada with regard to mechanics and wage earner's liens. The provisions of the Alberta Act will be dealt with in full detail in the course of this article.

(44) Chap. 40.
(45) ,, 8.
(46) ,, 24.
(47) ,, 26.
(48) ,, 32.
(49) ,, 34.

SASKATCHEWAN LEGISLATION AFFECTING LABOUR, 1906.

THE first session of the first Legislature of the Province of Saskatchewan, which began at Regina on March 29, was concluded on May 26 (*).

A number of important measures were enacted, including an Act respecting Land Titles, a Railway Act, an act respecting villages, and an act respecting steam boilers. A review of the several measures of the session, of importance from the standpoint of industry and labour, is given below.

The Railway Act.

An act "respecting railways," similar in general outline to legislation of the same class in force in Ontario and other of the provinces, though with a number of distinctive features, was assented to. Among subjects of more or less general interest dealt with in this

* The volume containing the statutes passed at this Session was recently issued, and a copy was received at the Department of Labour during November, through the courtesy of the King's Printer of Saskatchewan. For the sake of greater accuracy a review of this legislation was delayed until such time as the statutes were available in printed form.

measure are, the organization, powers and proceedings of railway companies; the regulation of railway crossings, junctions, bridges, etc., and of highway and farm crossings; telegraph and telephone lines, connection with municipal telephone systems being arranged for; the inspection of road-beds; the prevention of fires; the appointment of railway constables; the regulation and collection of tolls; the operation of express companies; and the furnishing of returns and statistics by companies. Of special interest to labour is a clause requiring that in cases where financial aid has been granted by the province towards the cost of constructing a railway, all mechanics, labourers and other persons employed are to be paid the rate of wages current in the district in which work is being performed, or a fair and reasonable rate (1). Under the sections relating to the operation and equipment of trains, also, several clauses for the protection of labour are inserted. Outside ladders, and hand grips, for example, must be placed in a specified manner on all box freight cars (2). The proper packing of frogs and wing rails is also provided for. (3). Safety chains of adequate strength between all engines and tenders must be maintained under a penalty of $500, in addition to claims for damages by reason of injury to any employee (4). Under a similar penalty, dump ash pans must also be provided on engines, to enable the emptying of ashes without going under the engine (5). Stock chutes, mail cranes, and elevator spouts are not to be allowed within two feet of the cab of an engine (6). The operation of double cab engines is forbidden unless the services of a third employee be provided for in the driver's cab (7). All accidents must be reported immediately by the company. (8). On the other hand, certain obligations on the part of railway employees are clearly defined. Employees neglecting to give proper warning by bell and whistle on approaching a level highway crossing, are liable to the same penalty as the company, viz., $20 (9). An engine driver, in addition to the qualifications required by the company's rules, must have had at least three years' experience as a locomotive fireman (10). A person who is intoxicated while in charge of a locomotive engine, or while acting as conductor of a car or train of cars, is declared guilty of an offence against the act. A penalty of $50 is named for selling intoxicating liquor to a railway employee while on duty (11). A railway employee who violates the act or any rule, thereby causing injury to any person, or increasing the risk of injury, may be punished by a fine or imprisonment, or both, the maximum fine being $400 and the maximum imprisonment 5 years. A company may in this case, and in the case of a person selling liquor to employees, pay the amount of the penalty and costs, and recover the same from the offender, or deduct it, from his wages (12).

It is provided in a special section of the act that the Government of Saskatchewan may acquire railways subject to the legislative authority of the province. The procedure to be followed in the taking over of railways is set forth in detail, provision being made for the fixing of the amount of compensation by arbitrators (13).

(1) Chap. 30, sec. 150.
(2) do sec. 156.
(3) do sec. 175.
(4) do sec. 231.
(5) do sec. 232.
(6) do sec. 233.
(9) do sec. 234.
(8) do sec. 180.
(9) do sec. 169.
(10) do sec. 235.
(11) do secs. 207-8.
(12) Chap. 15, secs. 209-211.
(13) do secs. 225-230.

The Steam Boilers' Act.

A "Steam Boilers' Act" was passed similar in general scope to that enacted a few weeks previously by the Legislature of the Province of Alberta, though differing in a number of important details (†).

In the sections relating to boiler inspection, the legislation of the two

† A resumé of the provision of the Alberta Steam Boilers' Act is published in an article dealing with Alberta Legislation, which immediately precedes the present review. The reader is referred to this statement in conjunction with the present paragraph for complete information with reference to the Saskatchewan Act.

provinces is identical, except that in Alberta boilers used for heating and domestic purposes, and carrying less than 20 pounds pressure, are excluded from the provisions of the act, whereas in Saskatchewan the limit is 15 pounds pressure (14). The Saskatchewan act, moreover, does not provide for the acceptance of hydrostatic tests by manufacturers or repairers of boilers, or of inspection certificates issued by railway companies. A provision is inserted, however, requiring in certain cases the inspection free of charge of boilers used for heating purposes in hotels or public buildings (15). In Saskatchewan, also, one of the duties of a boiler inspector is "to see that proper railings are placed around belting, fly-wheels, etc., in stationary plants" (16). In Alberta this provision is omitted.

With reference to the certification of engineers, the Saskatchewan act differs considerably from that of Alberta. The granting of provisional certificates in Saskatchewan is made conditional upon the record for good conduct and sobriety of the applicant, who must also have had at least one year's or three threshing seasons' experience in the operation of a steam boiler, or at least three years' apprenticeship in an establishment for the manufacture of steam engines or boilers, or who has passed a satisfactory examination before an inspector (17). A second provisional certificate, valid for one year, may be granted to a person who has failed in an examination for a final certificate, and a subsequent provisional certificate may be granted upon the recommendation of an employer or an inspector (18). In the matter of final certificates, a third class certificate is issued in Saskatchewan to a candidate who receives 40 per cent of the marks obtainable on the paper written by him. The holder of this class of certificate is allowed to operate a boiler of 50 horsepower but not more. A second class certificate is issued to a candidate obtaining 50 per cent and a first class certificate to a candidate receiving 60 per cent of the marks obtainable. The holders of first and second class certificates must be at least 21 years of age, and of third class certificates at least 18 years of age (19). The Saskatchewan Act calls for the providing of an amanuensis where a candidate is unable to write legibly (20). It also provides that all persons desiring to obtain a certificate other than those specially mentioned in the act must serve at least 12 months or three threshing seasons as assistant to the holder of a certificate (21). The provision of the Alberta Act requiring an engineer not to absent himself from duty for more than thirty minutes is omitted. In other respects the acts are substantially similar.

(14) do sec. 2.
(15) do sec. 11.
(16) do sec. 23, sub.- sec. p.
(17) Chap. 15, sec. 29.
(18) do sec. 29.
(19) do sec. 32.
(20) do sec. 33.
(21) do sec' 36.

Mechanics' Liens.

By an amendment to the Mechanics' Lien Ordinance it was provided that liens should cease to exist with the expiration of 90 days from the date of filing in the Lands' Titles Office of the district wherein the property was situated, or after the expiration of 90 days from the date of the period of credit where such is mentioned in the claim of lien, unless in the meantime proceedings are instituted under the Ordinance and a certificate thereof duly registered (22). Liens previously ceased on the expiration of 90 days after the work had been completed or the material or machinery furnished or wages earned. The section of the Ordinance providing that in cases where no period of credit had been named, or the date of expiry of the period of credit not stated, the lien ceases to exist after the expiration of 90 days after the work had been completed, is now repealed (23).

Under the new Land Titles' Act mechanics' liens are expressly understood to be included in the general term "Incumbrance" (24). Under the same act a duplicate certificate of title for the lands affected need not be pro-

(22) Sask. stat. 1906, chap. 26, sec. 1.
(23) Sask. stat. 1906, chap. 26, sec. 1.
(24)Sask. stat. 1906, chap. 24, sec. 2, sub.-sec. 7.

duced in the case of mechanics' liens (25). Where proceedings are taken under the Land Titles' Act, by the filing of a mechanics' lien also, and where either of the parties to the proceedings is a non-resident of the province, the judge may, upon application, grant an order requiring such non-resident to give security for costs (26).

Government Aid to Creameries.

In an Act "Respecting the Manufacture of Butter and Cheese," provision is made for the granting of loans by the Government to companies incorporated under the act, or to dairymens' associations formed under Ordinance 15 passed in 1891-92. The loan in each case must be on account of cost of machinery, or in case of any balance remaining after the purchase of machinery, on account of the cost of erecting the creamery buildings. No one loan may exceed $1,200, in amount, and the aggregate of the loans at any time must not exceed $10,000 (27). A company, before obtaining a loan, is required to show that the territory within which it proposes to operate offers a reasonable prospect of the business being a financial success; that the supply of milk from not less than 400 cows for a period of three years or more is assured; that the proposed creamery would not encroach upon the business of any creamery already established; that ten per cent of the subscribed capital stock has been paid up, and that the stock, if fully paid up, would enable the company to secure a site and erect suitable buildings; that the location of the proposed creamery is suitable having good drainage and power, with an abundant supply of water, and has received the approval of the Superintendent of Dairying; and that the plans and specifications for the building are in accordance with those supplied by the Department. Two-thirds of the shareholders must have approved of the application for a loan and sanctioned the mortgaging of the property as security thereof. Further requirements may be added by the Commissioner (28). It is also provided that no loan may be made to a company whose creamery is not at least 20 miles distant from any other creamery, unless on recommendation of the Lieutenant-Governor in Council, under exceptional circumstances (29). Loans granted under the act are to bear interest at the rate of three per cent, and the capital must be repaid in five instalments, the first two amounting to 10 per cent each of the loan, the third to 20 per cent and the fourth and fifth to 30 per cent each (30). Loans are to be secured by first mortgage on the land and personal property of the company, the mortgage to be filed with the Commissioner of Agriculture (31). The procedure to be followed in obtaining incorporation under the act, the powers of companies and the method in which their business must be transacted, are set forth in detail (32).

Joint stock creamery companies are forbidden to erect a creamery until the site thereof and the plans and specifications of the buildings have been approved by the Commissioner (33). The limits of the territory from which a company or dairymens' association may collect milk may also be defined by the Commissioner (34).

Other Legislation Affecting Agriculture.

Several acts of the Session, in addition to the above, were of importance primarily to the agricultural industry. Among these mention may be made of an act setting forth at length the objects of agricultural societies, the method in which they are to be organized and in which they are to transact business, the holding of agricultural exhibitions, and the granting of government assistance thereto (35). More stringent arrangements for the inspection of hides were also made (36). The appointment of a Board of Brand Commissioners to

(25) Sask. stat. 1906, chap. 24, sec. 42, sub.-sec. a.
(26) Sask. stat. 1906, chap. 21, sec. 18.
(27) Chap. 39, sec. 24.
(28) do sec. 25.
(29) do sec. 26.
(30) do sec. 28.
(31) do secs. 29 & 30.
(32) do sec. 22-23.
(33) do sec. 31.
(34) do sec. 32; chap. 40, sec. 2.
(35) Chap. 38.
(36) „ 41.

consist of three persons, was provided for and their duties defined, (37); and provision made for the appointment of a Chief Inspector of Weeds, as an Officer of the Department of Agriculture (38).

Miscellaneous.

An act authorizing the revision and *consolidation of the Ordinances* of the North-West Territories and the acts of the Province of Saskatchewan was passed (39).

Under an act "respecting assignments and preferences by insolvent persons," the wages of workpeople and others in the employ of a person making an assignment, not exceeding three months' wages, were given priority of claim, the wage earners being entitled to rank as ordinary creditors for the residue, if any, of their claim (40).

An act was passed regulating the speed and operation of *motor vehicles* on highways. A registration fee must be paid by owners of such vehicles and persons in charge must use reasonable precautions so as not to frighten horses. The rate of speed is limited to 10 miles per hour within the limits of a city, town or village, and to 20 miles per hour on other public highways (41).

(37) ,, 42.
(38) ,, 43.
(39) Chap. 45.

(40) ,, 25, secs. 25, 28 and 47.
(41) ,, 44, secs. 2, 6 and 8.

THE WORK OF THE DEPARTMENT OF LABOUR.

THE sixth annual report of the Department of Labour for the fiscal year which ended on June 30, 1906, is now available for distribution.

The report contains a review of the work of the department classified under the following headings: (1) The Labour Gazette, (2) Conciliation and Arbitration, (3) The Carrying out of the Fair Wages Resolution of the House of Commons of March, 1900, (4) The administration of the Railway Labour Disputes Act, (5) The protection of labour to be employed in the construction of the Grand Trunk Pacific Railway, (6). False representations to induce or deter immigration—Action of Department of Labour in reference thereto, (7) The administration of the Alien Labour Law, (8) Strikes and lockouts in Canada during the fiscal year 1905-06, with comparative statistics for the calender years 1901-05, inclusive, (9) Industrial accidents in Canada during the fiscal years 1905-06, with comparative statistics for the calendar years 1904 and 1905, (10) The Library of the Department, (11) The circulation of The Labour Gazette, (12) The distribution of The Labour Gazette and other publications of the Department, (13) Inquiries, correspondence and other work of the Department, and (14) Revenue and expenditure.

The Labour Gazette.

In addition to the regular monthly articles on industrial and labour conditions in Canada, attention is called in the report to a number of special articles which appeared during the year. Among these were accounts of special investigations with regard to rates and tendencies of wages and hours of labour, the early closing movement in Canada in 1905, building operations in Canada during 1905 and employers' associations in Canada. Articles were also written on investigations on illegal combines in Canada, co-operation in the apple industry in Canada, the Fishermen's Union of Nova Scotia, and the Penny Bank of Toronto. In addition to the monthly reviews of official reports, a number of publications were reviewed in special articles.

Conciliation and Arbitration.

The intervention of the Department under the Conciliation Act of 1900 was requested and accepted on five occasions during the year 1905-6, namely, in the cases of a strike of street railway employees at Cornwall, Ont., a lockout of coal miners at Nanaimo, B.C., a strike of machinists of the Grand Trunk Railway Company at Stratford, Ont., and strikes in

the building and leather trades at Calgary, Alta. In four of these disputes, a settlement was effected under the mediation of the Department of Labour. With regard to the fifth, affecting machinists at Stratford, Ont., a provisional agreement was effected, but was subsequently repudiated by the Machinists' Union. Since the passing of the Conciliation Act in 1900 to the close of the last fiscal year, requests for the friendly intervention of the Department of Labour in the settlement of trade disputes had been made on 39 occasions.

Fair Wages on Public Contracts.

During the year, Fair Wages schedules were prepared by the Department for insertion in 147 separate contracts. In addition to the preparation of these schedules, the Department of Labour was frequently consulted by other departments of the Government in connection with expenditures incurred with regard to wages. In the case of less important work where tenders were not called for, accounts for services were referred before payment to the Department of Labour in order that the Department might certify as to the charges for labour in these accounts. The Department also certified as to the wages and hours of labour specified in tenders submitted by contractors to the Post Office Department for 10 contracts for supplies.

The Railway Labour Disputes Act.

Attention is called to the fact that no necessity arose during the year for enforcement of the provisions of the Railway Labour Disputes Act of 1903. Only one request was received for the application of this Act which was in the case of a strike of railway machinists at Stratford, Ont. This application was subsequently withdrawn and a request instead was made under the Conciliation Act.

The Protection of Labour in the Construction of the Grand Trunk Pacific Railway.

Attention is drawn in the report to the means adopted by the Government to protect the interests of workmen who may be employed in the construction of the National Transcontinental Railway. The Commissioners of the National Transcontinental Railway have inserted clauses in the forms of contract, providing for the payment of current rates of wages in each district, or in cases where there are no current rates, the payment of a fair and reasonable rate. Another clause provides for the use, as far as possible of materials and supplies produced in Canada. It was also stipulated that contractors should provide adequate medical attendance according to the provisions of the Act respecting the preservation of health on public works and regulations made under this Act. The Commissioners are constructing the line east of Winnipeg, while the portion west of Winnipeg is being built by the Grand Trunk Pacific Company. As this company receives aid in the construction of the road, it has been required to insert in its contracts similar conditions regarding the payment of fair rates of wages and other conditions for the protection of labour. In the event of any disputes arising as to the rates of wages on the line west of Winnipeg, the matter shall be determined by the Minister of Labour whose decision shall be final.

False Representations to Induce or Deter Immigration.

An account is given of an investigation conducted by the Department, upon the request of the Secretary of State for the Colonies, with regard to representations made by British printers who had been induced to go to Winnipeg. A synopsis of the report of the Deputy Minister of Labour on this subject is given, and also copies of various dispatches relating to it.

The Administration of the Alien Labour Laws.

The report contains an account of proceedings following a decision of Mr. Justice Anglin in an action for the deportation of certain employees of the Père Marquette Railway Company, under the Alien Labour Act. It was held by the court that the portion of this Act providing for the deportation of aliens was *ultra vires*, as it authorized certain acts to be done beyond the territorial limits of Canada. Upon appeal being made to the Imperial Privy Council, this judgment was reversed, and it was decided that this section of

the Act was within the powers of the Dominion Parliament to pass.

Strikes and Lockouts.

It is stated in the report that during the fiscal year, there were 130 trade disputes in Canada, involving approximately 518 firms and 18,513 work people. The loss of time was approximately 343,800 working days.

Industrial Accidents.

There are in the report tables relating to industrial accidents which occurred in the Dominion during the fiscal year, and comparative tables for the calendar years 1904 and 1905. During the last fiscal year, there were reported 1,071 fatal industrial accidents and 2,578 serious accidents which were not fatal.

The Library of the Department.

A catalogue of publications relating to industrial and labour conditions, including government reports and trade and labour journals which were received at the Department during the fiscal year, is given in the report.

Circulation and Distribution of the Labour Gazette and other Publications.

During the fiscal year, the average circulation of the Labour Gazette on account of paid subscriptions was 6,792, the total circulation amounting to 10,610 copies. At the end of the fiscal year, the number of paid subscribers was 7,547, the increase over the paid subscribers of last year amounting to 902.

During the year a total of 111,815 copies in English and 24,879 in French of individual numbers of Volume VI. of the Labour Gazette were distributed. In addition to these, 19,001 individual copies of previous years in English and 6,042 in French were distributed. There were also 2,059 copies of the annual reports of the Department and a number of copies of the reports of Royal Commissions mailed from the Department.

Other Departmental Work.

A list is given of some of the more important inquiries received at the Department, which involved special investigation and research. Other work of the Department referred to is the continuation of the card catalogue with regard to labour legislation in Canada, a card catalogue with reference to sources of information on industrial subjects, and a card catalogue with reference to wages and prices in the Dominion.

SETTLEMENT OF COAL MINERS STRIKE AT LETHBRIDGE, ALBERTA, UNDER CONCILIATION ACT.

During the month of November, the friendly offices of the Department of Labour under the Conciliation Act, 1900, were accepted by the parties involved in the coal strike which commenced at the mines of the Alberta Railway and Irrigation Company at Lethbridge, Alberta, on March 9th last.

The Offer of Intervention.

The Department's intervention was made at the request of the Hon. Walter Scott, Premier of Saskatchewan, who in the first instance communicated by letter with the department and subsequently came to Ottawa from Regina to request intervention under the act. When the department's intervention was requested a strike of the employees of the Crow's Nest Pass Coal Company at Fernie, B. C., was also in existence and it was in reference to the strikes at both Fernie and Lethbridge that intervention was asked. The good offices of the department under the Conciliation Act were offered by wire to the parties as soon as the request for intervention was received. The replies indicated that negotiations likely to lead to a settlement were in progress between the parties at Fernie, and the services of the department were therefore withheld pending an acceptance of the offer. A settlement of the Fernie strike was effected on November 13th, and it was thought that this settlement might have an effect upon the strike at Lethbridge. Upon communication by wire with the parties at Lethbridge, it was ascertained that the settlement of the strike at Fernie in no way affected the situation at the former place.

Representations by Premier of Saskatchewan.

At this time Premier Scott of Saskatchewan was in Ottawa, and in addition to verbal representations, addressed a written communication to the Minister of Labour, in which was set forth a report upon the Lethbridge situation made by the Hon. W. R. Motherwell, Commissioner of Agriculture for Saskatchewan, who had visited Lethbridge with a view to seeing if it was not possible to have the strike terminated in some way. In the report of the Hon. Mr. Motherwell quoted, was the following:

"It was quite noticeable that each party to the strike—the Company and the United Mine Workers — was thoroughly confident of ultimate success. Under such circumstances I feel that there is very little ground to hope that the strike will be settled in the reasonably near future, if matters are allowed to drift along as at present. In the meantime, the people of Saskatchewan are face to face with a coal famine at the advent of winter, a condition of things that demands a remedy immediately."

Concluding his communication to the Minister of Labour, the Hon. Mr. Scott said:

"I cannot too strongly urge upon you the gravity of the present situation as affecting the people of Saskatchewan. I am led to believe that whereas in the summer and fall of 1905, the shipment of coal from the Lethbridge mines amounted to, roundly, 48,000 tons, the shipments during the same period of the present year have been only 8,000 tons. In past years at this time all the dealers' bins were filled, and on the other hand, at the present moment, I doubt whether there is a pound of Lethbridge coal in the hands of dealers anywhere in our province."

On November 10th, the Saskatchewan Government issued a circular letter to coal merchants, mayors, overseers, and others throughout Saskatchewan, asking for information regarding the coal shortage as it actually existed in the province, in order that the government might be fully and definitely informed.

Enquiry was made as to:—

1. The quantity of coal actually on hand in each town;

2. The quantity of coal estimated as likely to be required—(a) to January 1, 1907, and (b) for the balance of the winter;

3. The quantity of coal which under existing conditions the dealers expected to be able to secure before January 1, 1907.

Replies to this letter were received by the Saskatchewan Government and forwarded to the Department of Labour at Ottawa at the time Premier Scott was at the capital requesting the government's intervention.

The Situation in Saskatchewan.

Under cover of a letter dated Regina, November 13th, copies of a number of replies to the Government's circular letter were forwarded. These replies in brief were as follows:—

From the Moose Jaw Board of Trade, a letter of November 12th, in which it was stated that the city council, which used 12 tons of coal a day for power house and heating the city hall, had practically no supply on hand; that the principal coal dealer in Moose Jaw had 250 tons of various kinds, with an average output of 25 tons per day; that a company which dealt principally in soft coal and put out as a rule about 100 tons a day, had nothing on hand, except about 5 tons of hard coal. Another of the largest dealers who usually had on hand as much as $32,000 worth of coal in stock for all agencies had not $1,000 worth.

A letter from Fleming, dated November 12th, stating that the town was practically out of coal of all kinds, and that many persons would be badly in want.

A letter from Halbrite, of November 12th, stating that there was not a ton of coal on hand of any kind; that a small car-load which had arrived some days before was gone in two hours; that the people from the country would not be able to stand the cold if there was not something done for them immediately.

A letter from the clerk of the town of Indian Head, dated November 12th, stating that there was not a car of coal of any kind in Indian Head; that the three

coal dealers in Indian Head estimated that there was a shortage of 4,000 tons of soft coal and 1,000 of hard; that the situation was decidedly serious; that unless some relief came, many homes in the town and district would be entirely without fuel of any kind, for it was almost impossible to buy wood fuel there; that the town had a population of 1800, and that there was a population of about 6,000 tributary to the town for fuel.

In the letter accompanying these reports the Commissioner of Agriculture of Saskatchewan wrote as follows:—

"The facts as set forth in these replies should be most convincing testimony that a serious, if not indeed alarming, condition of affairs exists in the most important matter of our fuel supply. Should the ordinary winter set in, such as we usually experience at this season of the year, I fear very much for the safety of many of our new settlers on the open plains with indifferent dwellings and no fuel in sight.

"The gravest responsibility rests upon someone to terminate, by some means and at once, the strike at Lethbridge, which place is the source of over 50 per cent. of our usual coal supply."

Deputy Minister of Labour sent to Lethbridge.

With the situation thus represented to him, the Hon. Rodolphe Lemieux, Minister of Labour, felt that notwithstanding the fact that a definite acceptance of the Department's offer of intervention had not been received, and in fact an unwillingness to permit such intervention shown on the part of one of the parties, a renewed attempt at intervention should be made.

He accordingly instructed the Deputy Minister of Labour, Mr. Mackenzie King, to proceed to Lethbridge and renew the department's offer of intervention. Mr. King's instructions were that failing an acceptance of his good offices on the part of either of the parties, he should investigate the situation so far as it was possible for him to do so, and report fully upon the matter for such further action on the part of the Government as the circumstances appeared to warrant. Mr. King left Ottawa on the 17th November, and arrived in Lethbridge Thursday morning, the 22nd.

The nature of the negotiations carried on by Mr. King and the settlement effected are fully set forth in a report of the Deputy Minister of Labour to the Minister, published herewith.

Report of Deputy Minister.

DEPARTMENT OF LABOUR

OFFICE OF THE DEPUTY MINISTER.

OTTAWA, December 8, 1906.

THE HON. RODOLPHE LEMIEUX, K.C.,M.P.
Minister of Labour.

Sir:

I have the honour to submit the following report on the nature of the negotiations conducted by me under the Conciliation Act, 1900, in connection with the strike of coal miners in the employ of the Alberta Railway and Irrigation Co., at Lethbridge, Alta., commenced on March 9th last.

Acting under your instructions I left Ottawa on the night of November 17th, and arrived at Lethbridge on the morning of Thursday the 22nd. I immediately had interviews with the representatives of each of the parties to the dispute, at which I explained that I had been sent to prepare a report on the situation at Lethbridge for such action as the Government might deem proper; that in the event of the parties being willing to accept my good offices as a conciliator, I had been instructed so to act; that there was nothing in the law, however, which compelled the acceptance of the Government's intervention should the parties be unwilling to agree to the same, and that failing a willingness on their part to accept my good offices, my duty would of necessity be confined to investigating as fully as the circumstances would permit, the existing situation and informing the Government of the same. I am pleased to be able to report that both the company and the men, through their respective representatives, assured me of their willingness to accept my good offices under the Act.

Cause of Strike and its Continuance.

Having been accepted as a conciliator, I commenced immediately to carefully investigate the causes of the dispute and

the situation as it had developed in the course of the 8 months during which the strike lasted. I found that the men on strike were members of a local union of the United Mine Workers of America; that at the time the strike commenced, they numbered about 500 in all; that for over three months the mines had been completely closed; that in June last the Company had recommenced operations with such number of non-union men as it had been able to employ; that others had been employed from time to time; that these men, for the most part, were not trained miners, nor capable of operating the mines anything like as successfully as an equal number of the company's former employees would have been capable of doing; that at the time of my investigation there were, according to the Company's statement, between 200 and 250 non-union men employed; also, that the total output of the mines per day was about 200 tons, which was the highest point it had reached since the commencement of the strike. The normal output of the mines, at this time of year, with a full complement of men, would be from 1100 to 1200 tons per day. I did not feel called upon to go very carefully into these figures and they are therefore, subject to correction. I find that the estimates differed materially according to the source consulted. I think, however, that taken in a general way the figures may be regarded as fairly accurate.

Situation at Time of Intervention.

The cause of the strike, I found to be the refusal of the Company to concede a number of demands made through representatives of the employees in March last. These demands embraced an agreement with the United Mine Workers of America, involving a full recognition of the union and concession of what is known as the check-off system, *i. e.*, upon the request in writing of any of the Company's employees, the Company to deduct such monies from their wages each month as might be designated for dues, assessments, fines and initiation fees, such amounts to be made payable to such officers of the United Mine Workers of America as might be designated; a minimum rate to miners of $3.00 per shift; an 8-hour day for underground day work; a material increase in the rates of wages to be paid underground and outside day labour; a rate of $5.00 per day to be paid miners taken from contract to do company work; coal got by contract to be weighed before screened; the hearing of grievances by the Company's officials and a pit committee; and other minor demands.

I ascertained that since the commencement of the strike the men had expressed a willingness to modify their demands in certain particulars but that the Company being willing to meet only its own employees or a committee of them, and the employees having determined to meet the Company only through certain representatives of the United Mine Workers, of whom some were not in the employ of the Company, the parties were unable to come together with the result that the strike had continued from month to month. It should be mentioned that on July 21st in a communication addressed to the Company, a committee of the Company's own employees submitted the following as a means of ending the dispute:

"LETHBRIDGE, ALBERTA, July 21, 1906.

To A. M. NANTON, Esq.,
Managing Director,
And P. L. NAISMITH, Esq.,
General Manager, A. R. & I. Co.,
Lethbridge, Alberta.

Gentlemen:—

We, the undersigned Committee, acting on behalf of the workmen now on strike, beg to submit the following as a means of ending the dispute now existing at your Company's mines:

1. That a committee composed of four arbitrators be appointed, two to be appointed by the Company, and two to be appointed by the men now on strike.

2. The arbitrators so appointed to nave full power to agree upon conditions of labour, wages, etc.,

3. In case of their failure to agree upon any proposition, question to be referred to an independent chairman, whose decision shall be final.

Independent chairman to be selected by the arbitrators at their first meeting.

4. Both parties to abide by chairman's decision.

Respectfully submitted on behalf of the miners of Lethbridge now on strike.

Donald McNab.	John Barrow,
Patrick Cain,	John Harvie,
Wm. Harvie,	Mike Daimuth,
Matthew Logan,	S. A. B. Crabb, (Secretary.)

To this proposal of the committee the following reply, dated July 28th, was sent by the General Manager of the Company:

"Dear Sirs:—

Your communication on the 21st. inst., addressed to Mr. Nanton and myself was duly received.

When here last week Mr. Nanton was, as you are aware, approached by some of the business men who arranged for a meeting with some of the old employees, at which interview most of you were present.

We thought that the Company's position at that meeting was clearly stated by the Managing Director however, as there appears to be some doubt in the minds of some of the old employees, I am directed to say:—

1. That if the old employees want work from us, they may return, as we have no feeling against any of our old men.

2. That if they do not want to work for us at the wages paid at the time they left us, we are satisfied, and will continue to give employment to others.

3. That if the old employees come forward later on and ask for work, when we have all the men we require they must not blame the company; and finally,

4. That never having had an opportunity of discussing with our employees any grievances they m i have, we have nothing to arbitrate.

Yours truly,
(Signed) P. L. NAISMITH,
General Manager.

P. S.—While I have endeavored to clearly set out the company's position, I also wish to repeat what has frequently been said, that we are always ready to meet our employees, for the purpose of considering any matters affecting their welfare."

Settlement Negotiations.

These communications ended the correspondence between the parties, and the strike continued without further change in their relative positions.

Having gone pretty fully into the causes of the dispute, and the respective attitude of the parties from the time it commenced, I endeavored to ascertain along what lines a settlement might be hoped for.

I had, on the way to Lethbridge, wired from Moosejaw on the 22nd, to the Managing Director of the Company, at Winnipeg, asking if he would kindly come to Lethbridge to be present during the negotiations. The Managing Director replied kindly acceding to my request, and promised to leave for Lethbridge that evening, which would have brought him there on the morning of Friday, the 23rd. Late on Thursday evening, I learned that owing to serious illness in his family the Managing Director who had started on his way to Lethbridge had been obliged to discontinue his journey thence and leave for Ottawa.

On the morning of Friday, the 23rd, I received a communication dated November 15th, addressed by the Commissioner of Agriculture to the Minister of Labour at Ottawa, and which had been forwarded to me; also, a communication from the acting Deputy Commissioner of Agriculture at Regina, dated November 19th, which was addressed to me direct to Lethbridge. These communications, inasmuch as they had a determining effect upon the course of action I subsequently adopted, I set forth here at length.

EXECUTIVE COUNCIL SASKATCHEWAN.
REGINA, November 15, 1906.

THE HON. MINISTER OF LABOUR,
Ottawa, Ont.

Dear Sir:—

I am enclosing a number of copies of further letters received from boards of trade, mayors, coal dealers and others throughout the province in reply to our circular of enquiry, a copy of which I mailed to you yesterday.

In conversation with a coal merchant in Craik, I was informed that farmers in that district were coming in thirty-five miles for fuel, and obliged to return without a shovelful. The situation is so serious that farmers in that district are taking up their fence posts for fuel.

It will not do to prolong negotiations in the matter of the coal strike. In my opinion, it has reached such a crisis that the government has no alternative but to issue an ultimatum at once. We cannot afford to dally with negotiations for the sake of diplomacy when the people are perishing without coal.

Yours faithfully,
(Signed) W, R. MOTHERWELL,
Commissioner for Agriculture.

GOVERNMENT OF THE PROVINCE OF SASKATCHEWAN—DEPARTMENT OF AGRICULTURE.
REGINA, November 19, 1906.

Dear Sir:—

I am forwarding, for your information, copies of correspondence, receiyed in this department with reference to the coal shortage in Saskatchewan. These letters and telegrams speak for themselves as to the gravity of the situation, and you will see that it is absolutely imperative that this strike be brought to a conclusion by some means at once.

We cannot allow the people of Saskatchewan to suffer from cold while these people are negotiating as to the terms on which they will mine coal. "Desperate diseases need desperate remedies." This country is approaching a crisis in its economic history; and if these people cannot be persuaded to mine coal peaceably there seems to me but one alternative.

Yours faithfully.
(Signed) A. P, KETCHEN,
Acting Deputy Commissioner.

MACKENZIE KING, Esq.,
Deputy Minister of Labour,
Lethbridge, Alta.

The enclosures contained in the letter of the Hon. W. R. Motherwell to the Minister of Labour, of the 15th inst., were the same as the enclosures which accompanied the letter of the Acting Deputy Commissioner to myself, except that in the case of the latter there were additional enclosures and a carefully prepared tabulated statement which had been compiled by the Saskatchewan Government from the reports received in answer to the circular letter which had been sent out to the mayors, merchants, overseers and others in the several localities of the Province. The following is a copy of this statement :—

STATEMENTS OF CONDENSED REPORTS FROM LOCALITIES IN SASKATCHEWAN. PREPARED BY SASKATCHEWAN GOVERNMENT FROM REPLIES RECEIVED TO CIRCULAR LETTER OF INQUIRY.

Number of letter.	Locality.	Supply of coal on hand.	Estimate of coal required: (a) to January 1, 1907.; (b) for balance of winter.	Prospective supply up to January, 1907.	Remarks.
1	Pense	10 tons	500 tons	No idea	Almost impossible to get any.
2	Moosejaw	300 tons	8000 tons to January 1 18000 tons to end	8 cars a week	Most serious.
3	Belgonie	30 tons	150 tons to January 1 300 tons to end	Unknown	
4	Fleming	10 tons	300 tons to January 1 600 tons balance	2 or 3 cars to Jaunary 1	Many persons will be in serious want within a week. Situation critical, only 1 car received last month.
5	Osage	None	10 cars January 1 25 cars balance	No idea.	
6	Maple Creek	None	500 tons to January 1 1500 tons to end	No idea.	Very serious situation.
7	Moosomin	50 tons	500 tons to January 1 1200 tons balance		
8	Moosomin	20 tons	2000 tons to January 1 2500 tons balance	Have promise of some coal.	Situation as bad as it possibly could be.
9	Indian Head	Not a car	5000 tons	5 cars	Case decidedly serious; no wood fuel available.
10	Halbrite	None	85 cars	No hope of any	Do not know what will be done if cold weather sets in.
11	Regina	25 tons hard, no soft coal	60 cars to January 1 200 cars balance	6 or 8 cars.	
12	Lumsden	51 tons (for three places)	1500 tons	70 tons	Very serious.
13	Carievale	5 tons	1000 tons to January 1 1600 tons balance	300 tons.	Getting very serious.
14	Qu'Appelle	40 tons	500 tons to January 1 500 tons balance	Not the least idea.	
15	Fillmore	20 tons	500 tons to January 1 500 tons balance	6 or 7 cars	

16	Hague	None		No coal; but probably a few cars of wood.	
17	Belle Plaine	None	300 tons to January 1 350 tons balance	150 to 200 tons.	
18	Dundurn	None	50 tons to January 1 100 tons balance	Very little.	
19	Mortlack	None	15 cars to January 1 35 cars balance		No timber to be had; situation getting desperate.
20	Lemberg	None	500 tons	90 tons	From present outlook, will be quite unable to supply demand.
21	Tyvan	None	200 tons to January 1 300 tons balance	Uncertain.	
22	Forget	20 tons	30 cars to January 1 40 cars balance	Uncertain	Chances of getting coal are very poor.
23	Grenfell	30 tons	600 tons to January 1 1500 tons balance	Do not know.	
24	Stoughton	3–4 car	11 cars to January 1 19 cars balance	No prospects of any.	
25	Broadview	15 tons	100 tons to January 1 150 tons to end	100 tons.	
26	Neudorf	None			Situation desperate; quite destitute of fuel.
27	Oxbow	None	96 cars to January 1 160 cars balance	No idea.	
28	Grayson	27 tons		1 car.	
29	Prince Albert	None	5 cars to January 1 200 tons balance	No idea.	
30	Weyburn	None	10,000 to end of winter		
30	Hanley	None	6 cars to January 1 15 cars to balance	No prospect.	
32	Rouleau	1 car	30 cars to January 1 80 cars balance	Cannot tell.	
33	Antler	None	300 tons to January 1		
4	Radisson	2 cars	10 cars for winter	6 cars by January 1	Plenty of wood.

STATEMENTS OF CONDENSED REPORTS FROM LOCALITIES IN SASKATCHEWAN. PREPARED BY SASKATCHEWAN GOVERNMENT FROM REPLIES RECEIVED TO CIRCULAR LETTER OF INQUIRY.

Number of letter.	Locality.	Supply of coal on hand.	Estimate of coal required: (a) to January 1, 1907; (b) for balance of winter.	Prospective supply up to January, 1907.	Remarks.
35	Francis	None	600 tons to January 1 2000 tons balance	500 tons.	
36	Saskatoon	None	12 cars weekly	2 cars weekly	Situation very serious.
37	Craik	None	700 tons to January 1 700 tons balance	No idea	Situation very serious; farmers resorted to burning fences.
38	Bladworth	None	8 cars to January 1	Do not know.	
39	Churchbridge	10 tons	100 to January 1	35 tons	Wood scarce; fuel urgently needed.
40	Cupar	None	1000 tons	No idea	Matter serious; no prospects of delivery.
41	Rocanville	10 tons	100 tons January 1 180 tons balance	No idea.	
42	Gainsboro	None	60 cars	No idea.	
44	Abernethy	1 car	1000 tons	1 car	Situation serious; if cold weather comes will be entirely without.
45	Togo				Use wood only.
46	Kinistino				Use wood only.
47	Davidson	None	70 cars to January 1 100 cars balance	No idea	Outlook very serious; will be a lot of suffering if something is not done quickly.
48	Lang	None	70 cars for winter	No promise	Outlook very grave.
49	Alameda	1 car	1 car a day to end	No idea.	
50	Warman	None	160 tons to January 1 car a week after	Expecting some every day.	
51	Bladworth	None			Wire stating people suffering right now; not a pound of coal to be had.
52	Davidson	None			People in dire want; farmers coming 75 miles, to go back without fuel.
53	Osler	None	400 tons to January 1 300 tons for balance	100 tons.	
54	Heward	None			Situation serious; great suffering will result if drastic measures not taken immediately.

Immediate Resumption of Work Suggested.

Having these facts before me, and knowing that settlement negotiations under the most favourable circumstances would probably extend over three or four days, believing, moreover, that the cause which had prevented the managing director from coming on to Lethbridge might prolong his absence for some days and would certainly to some extent delay proceedings, I felt that, if at all possible, some mans should be devised, whereby work at the mines might be immediately resumed to the fullest extent, settlement negotiations to be subsequently continued without prejudice to the interests of either of the parties. I therefore decided, in view of all the circumstances, and particularly the fact that actual suffering was being occasioned to a large number of families, to suggest to the parties that work be resumed on conditions as they were prior to the commencement of the strike, upon the understanding that an effort should be made to forthwith settle all differences by conciliation, and, failing an adjustment of any points through mutual agreement, the same to be referred to arbitration. I then drafted the following letter, a copy of which I addressed to "The representatives of the Alberta Railway and Irrigation Company" and "The representatives of the late employees of the Alberta Railway and Irrigation Company at present on strike," respectively.

LETHBRIDGE, ALTA., November 23, 1906.

Sirs:—

I have received this morning from the Saskatchewan Government communications which state that the utmost distress is existing throughout that province on account of an actual coal famine at the present time, and that this distress increases hourly, with the prospect of consequences the most alarming, if immediate relief is not afforded. From the interviews which I have had with representatives of each of the parties to the present dispute and from circumstances which have arisen, it appears to me probable that any settlement which it may be possible to reach will be as a result of negotiations necessarily more or less prolonged.

It seems desirable, therefore,to consider if some means cannot be found whereby, in the public interest and to save families from freezing in their homes, work at the Lethbridge mines cannot be resumed immediately, the parties agreeing to a *modus operandi* which will permit of the differences between them being amicably adjusted without prejudice to the interests of either, and at the same time afford as speedy relief as may be possible to those who are experiencing actual suffering from a continuance of the present dispute.

It would appear that such a *modus operandi* might be arranged were the respective parties to the dispute to agree to refer to arbitration such differences as it may not be possible to adjust by conciliation; pending further conciliation proceedings and a possible arbitration, the Company on its part agreeing to accept the services of the men formerly in its employ so far as the same can be utilized in increasing the output of the mines to their fullest capacity as rapidly as possible; the men on their part agreeing to waive all question of change of conditions until such time as an agreement may be arrived at by conciliation or arbitration, on the understanding that the terms of such agreement shall so far as possible be made to apply in the case of each employee from the date at which such employee may return to work, so that he may have the full benefit of any advantages accruing thereunder as if such agreement had been in force at the time of his returning to the company's service.

I would be obliged if you would kindly inform me at your earliest convenience if such a *modus operandi* would, in view of the great public emergency, be acceptable to you as one of the parties to the present dispute.

I have the honor to be,

Your obedient servant,

(Signed) W. L. MACKENZIE KING,
Deputy Minister of Labour.

I delivered this letter in person to the committee of the employees and the General Manager of the Company, respectively, explaining at the time of doing so the reasons which had prompted me in taking this step. .I also read over to each of the parties the communications which I had received from the Saskatchewan Government, with a view of impressing them with the gravity of the situation, and of enabling them to realise how important it was, in the presence of what threatened to become a national calamity, that the differences which had kept them apart in the past should be forgotten, an immediate understanding come to, which, without prejudice to their respective interests, would afford the relief the public was so earnestly demanding.

Attitude of Parties.

On the evening of the same day I received the following reply from the committee representing the interests of the men:—

LETHBRIDGE, ALTA., November 23, 1906.

W. L. MACKENZIE KING, Esq.,
Deputy Minister of Labour,
Lethbridge, Alta.

Dear Sir:—

Acting on behalf of the United Mine Workers of America, to which organization the late employees of the A. R. & I. Co. belong, we desire to answer your communication, and in order to bring to a close the dispute now existing at the Lethbridge, mines, we beg to submit the

following proposals, provided that the company will waive their objection to their employees belonging to the United Mine Workers of America and will agree to open negotiations and endeavour to formulate an agreement similar to prevailing agreements in this coal field.

And provided that upon a failure to agree on any question or questions in dispute, the company will agree to submit the question or questions in dispute to an arbitration board composed of four members, two to be chosen by the Company, and two to be chosen by the men now on strike.

In the event of their failure to agree the arbitration board to have full power to call in an umpire, whose decision shall be final and binding on both parties.

The arbitrators to be chosen shall not be mine operators or miners.

The arbitration board to have full power to render a decision which shall be binding on both parties for a term commencing on the date of resumption of operations and terminating on the 1st of November, 1907.

If the above proposals are accepted by the company, we agree to advise our men to return to work immediately upon the understanding that the men now on strike be given preference in employment before strangers

The above proposals are offered on behalf of our organization, because we realize that considerable suffering prevails in the provinces of Alberta and Saskatchewan owing to the shortage of fuel. Being desirous of alleviating the sufferings of innocent people we have agreed to your intervention and propose the foregoing.

Respectfully submitted on behalf of the workmen now on strike.

(Signed.) F. H. SHERMAN,
JOS. SHARP,
PETER PATTERSON,
JOHN R. GALVIN,
DONALD McNAB,
S. A. B. CRABB.

Owing to the difficulty the general manager had in communicating by wire with the managing director, I did not receive a reply from the company until the afternoon of Sunday, the 25th. The following in a copy of the communication then received.

LETHBRIDGE, ALTA., November 25, 1906

MR. W. L. MACKENZIE KING,
Deputy Minister of Labour,
Lethbridge, Alta.

Dear Sir:—

Answering yours of the 23rd inst., it is needless at this time to go over the history of the Lethbridge coal strike.

The company believed and still believes that it was paying its men fair wages at the time of the strike, and no evidence has as yet been furnished to the contrary.

One principal point at issue was an increase of wages. The mine was shut down for about three months, and as the majority of the men refused to return to work, we started mining coal with new men.

We know that if such of our old experienced men as we could employ were to return to work at once we could increase our output more rapidly than by breaking in new men.

We are the pioneers in the coal mining industry in this country, and operated our mines until a few years ago—covering a period of at least 15 years—without one cent of profit to our proprietors, and it cannot be claimed that we ever tried to take advantage of the public.

We realize the seriousness of the situation, and to aid, in so far as we are able, in relieving the distress that will be occasioned by a shortage of coal this winter, we are prepared to discuss an increase of wages with any persons you see fit to call in as representing the men.

I have had the greatest difficulty in communicating with the managing director since your arrival here, owing to his having been called to Ottawa on account of illness in his family, and regret the delay in giving you an answer, which is, that, in order to relieve the situation, the company is prepared to increase the wages of the men.

Yours truly,

(Signed) P. L. NAISMITH,
General Manager.

Joint Conference Arranged.

Having received replies from both parties, I acquainted each with the nature of the reply received from the other. It will be observed that in the reply received from the men, a conditional arbitration only was accepted and that the reply from the Company made no reference to arbitration. I learned from the general manager that the company for reasons of its own, was not prepared to consider the proposal of arbitration. On the other hand, the management contended that the question of wages being a main contention, a settlement might be more readily and speedily effected if a joint conference to discuss the matter could be arranged, though I was given to understand that questions other than the wages question would not be considered at such a conference.

At six o'clock on Sunday afternoon, I explained the company's position to the committee representing the men. At nine o'clock on the same evening the committee informed me that, having read the General Manager's letter and taken all things into consideration, they were prepared to meet the General Manager and discuss the situation with him. I then arranged for a conference, which commenced an hour later and lasted until nearly two o'clock on Monday morning.

Result of Conference.

As a result of this conference, which was conducted in a friendly manner throughout, what appeared to be a basis of settlement was reached. The company made certain important concessions, the representatives of the men withdrew altogether certain of their

demands. One or two points alone were left over for further consideration. I was requested to draft a memorandum of the points upon which the parties appeared to be agreed, and it was arranged that a further conference would take place at a later hour on Monday morning.

During the conference on Sunday night, one point on which no agreement appeared possible was the acceptance by the men of a clause which the company insisted should be a part of any agreement arrived at, as a security against discrimination between union and non-union men on the part either of the company or any of its employees. I was informed by the men on Monday morning that if this clause were insisted upon in the form in which it had been drafted by the company, negotiations might as well cease. However, from talks which I had with members of the committee, I felt there was reason for believing that the difficulty in regard to this clause being satisfactorily overcome, a settlement might be possible on the basis of what had been mutually agreed upon at the conference. I therefore devoted my energies on Monday to endeavouring on the one hand to get the company to modify the stand which it had taken in reference to this clause, and on the other, to persuade the men to overcome their objection to it. Each of the parties had conceded the principle involved in the clause at the conference and the representatives of the men had said that they were prepared to accept all that it implied on a verbal understanding, but objected to having it included in any terms of settlement in the form in which it had been drafted. Being cognizant of these facts, I drafted a clause which to my mind guaranteed all the rights and privileges secured to all parties under the company's clause, but which I believed was worded in a manner to which exception could not with reason be taken. I then endeavoured to have each of the parties compromise on this point by an acceptance of the clause I had drafted.

By Monday night the committee representing the men, realising the responsibility which they were assuming in holding out against a settlement except upon the terms which they themselves were prepared to accept, decided to refer the stand which they had taken in regard to the settlement to Mr. John Mitchell, president of the United Mine Workers, and to abide by his ruling in the matter. Two of the committee were accordingly delegated to go to Indianapolis to see Mr. Mitchell, and they arranged to leave Lethbridge on the following night. This was the situation on Monday night, the 26th.

A Crisis Reached.

On Tuesday morning the following open letter, addressed to the Prime Minister of Canada, came to my notice in the press:—

LOCAL IMPROVEMENT DISTRICT OF RAMSAY.
BLADWORTH, SASK., Nov. 19, 1906.

Dear Sir Wilfrid:—

The hamlet of Bladworth is the supplying point for settlers in approximately twelve townships surrounding.

These townships have approximately 50 settlers each settled therein. The country is open rolling prairie, devoid of trees. The settlers depend for fuel on wood and coal obtained at the nearest railway station, Bladworth. The local dealers secure their wood from the Prince Albert country, and their coal from the Galt Mines, Lethbridge. No coal has been obtained from this latter source since April last. One car was obtained from Banff in September last, since which no coal has been received here. Ten cars are under orders from Lethbridge, and none delivered. One car is ordered from Estevan and promised by the mine operator for December 17 next.

Wood has been ordered from the Cowan Company, Prince Albert, and their answer is:—

"We have neither slabs, edgings nor cuttings, and though we have inquired we are unable to purchase any cordwood—there is none in the city."

Settlers have been burning lumber at $30.00 a thousand, willow bramble, twisted hay and grain. These sources are well-nigh exhausted.

Dr. J. Fyfe reports from observation that no fuel is in the settlers' hands, and that suffering and perhaps death will ensue therefrom. All public schools are closed for want of fuel. The Saskatchewan Hotel, a thirty-roomed house, has but one fire.

A blizzard had been blowing on November 15, 16 and 17, with zero weather. I leave you, sir, to imagine what the condition of your fellow-subjects is in the electoral district of Batoche—a name not unknown in history. This condition is not local, but general.

We are informed that those persons operating the mines of the people are disputing over their rights—regardless of the right of the people to live.

I would respectfully ask that you, sir, put an end to a dispute that is intolerable, and the maintenance of which endangers the life and happiness (inalienable rights of all free people) of all settlers.

I ask you, sir, on behalf of a suffering people, that by the powers vested in you the right of eminent domain be exercised.

I can assure you, sir, without exaggeration, that this matter is one of life and death to the settlers here, one requiring immediate action.

Your obedient humble servant,

Wm. L. RAMSAY,
Chairman of Committee.

To the Right Hon. Sir Wilfrid Laurier,
Premier of Canada, Ottawa, Ont.

Having read this letter I discussed it with the committee representing the men. I pointed out how, in a crisis such as it depicted, every hour was a matter of the most serious import. I dwelt upon the time it would take for the committee to go to Indianapolis and return to Lethbridge, and of the possible suffering which might be occasioned to a large number of families in the interval. By Tuesday night we had reached a point where I had what I believed to be a sufficient assurance from the men that the clause which I had drafted should be acceptable to them, and had I been able to obtain from the company a similar assurance, a settlement, I believe, might have been reached without further delay on the basis of what had been mutually agreed upon at the joint conference. About eight o'clock that night I was, however, informed that my clause had been submitted to the Managing Director, and that word had been received that the clause originally drafted by the company must not be changed.

Action taken to Avoid Delay.

I felt that once the situation were understood by the Managing Director he would see no objection to the clause I had drafted being substituted for his own, but I knew it would be a matter of a day or two before he could be sufficiently informed of the nature of the crisis and make known his final decision. It will be remembered that he was in Ottawa at the time, and that all communication with him had to be conducted by wire. The experience of the preceding days had shown that communication by wire was most uncertain and that considerable delays were inevitable. Moreover, there was not a certainty that the Managing Director would remain in Ottawa and there was the possibility of wires failing altogether to reach him for the course of a day or two. I knew that to go to Indianapolis and return to Lethbridge would take the members of the committee who had been delegated to refer the situation to President Mitchell a week or ten days and there was the possibility that some misunderstanding as to the exact position of affairs might arise while there which would further delay matters. I had, therefore, to decide whether it was better to wait in Lethbridge and run the risk of misunderstanding arising as well as communication being cut off through storms or from other cause, or go along with the representatives of the men to Indianapolis, so that I would be in a position to assure them positively of the company's final attitude as soon as word arrived, and if the occasion appeared to require it, discuss the matter with Mr. Mitchell himself. I was fully conscious that, as a government officer, I would be subjected to considerable public criticism on the part of some not familiar with all the facts were I to go to Indianapolis, but with people facing acute suffering and the possible danger of death through freezing in their homes, I felt that I would be guilty of an unpardonable wrong if I refrained, at the risk of possible criticism, from taking any step which would help to bring about a speedy termination of the strike. I decided, therefore, to go to Indianapolis with the representatives of the men. Before doing so, however, I had an assurance from these representatives that if matters could be arranged to their satisfaction before we reached Indianapolis or after we were there, they had authority to declare the strike at an end, and that a wire from Indianapolis to other officers of the Union at Lethbridge would be sufficient to bring the strikers together in a meeting within a few hours and secure their ratification of the action of those whom they had authorised to act on their behalf.

End of the Strike.

We left Lethbridge shortly after midnight on Tuesday and arrived in Indianapolis on Saturday morning. On Wednesday morning I endeavoured, in a

communication to the Managing Director, to acquaint him fully with the nature of the crisis. Before leaving I arranged with the General Manager at Lethbridge to wire me to Indianapolis the company's final decision and I left both parties a copy of the terms mutually agreed upon at the conference. Matters turned out precisely as I expected they would. When we reached Indianapolis, I received the following telegram from the general manager at Lethbridge:—

"Managing director still thinks our clause fair to all parties, but under circumstances existing in country, is willing to accept your substitute clause provided all other conditions are accepted."

I showed this wire to the representatives of the men with whom I had gone to Indianapolis, gave them an assurance in the name of the Government that the company had accepted the clause which I had drafted and the conditions agreed to at the joint conference, and an hour later the strike was declared at an end.

I had no interview with Mr. Mitchell; the president of the district union who was one of the committee who went to Indianapolis, and who had been given authority to take final action in the matter, stated that these conditions were acceptable to the men and that he had therefore declared the strike at an end. He showed me a telegram which he was sending to the representatives at Lethbridge informing them of the decision reached. This ended the negotiations.

Work Resumed at the Mines.

I am informed that immediately the wire from the district president at Indianapolis was received at Lethbridge the remaining members of the committee at that point called a meeting of the men. This meeting was held on Sunday, December 2, and the decision of their representatives declaring the strike at an end on the basis of the settlement reached was ratified by the men. The same evening representatives of the men informed the company that the terms of settlement had been ratified, and that the men were prepared to return to work immediately. Monday morning, the day following, the former employees of the company presented themselves at the colliery office. All the hands that it was possible to take on were engaged, but a number of the regular miners were obliged to wait until the rooms and galleries in which they were to work were cleared and made ready for them in the portions of the mine which during the strike had not been in operation. The company commenced the employment of double shifts and it was expected that within a short time the mines would be hoisting coal to their fullest capacity.

Nature of the Settlement.

In the basis of settlement reached an increase of wages amounting to practically an extra ten per cent for most of its employees was granted by the company, which also agreed to the appointment of a check-weighman to protect the interests of the men, and to deduct from its employees through the pay-roll, the amount necessary for the payment of such check-weighman; except in the case of deductions for the check-weighman the company was not to make any collections through the pay-roll, save in respect to rent, doctor and hospital fees, coal, powder, oil, and other supplies furnished by the company, and, if the men so desired, for a sick benefit fund and library. It was agreed that the company would not object to its employees being or not being members of any organization, but all employees, whether members of an organization or not, were to be upon an equality in the company's employment. Preference in employment before strangers was to be given by the company to any of its employees involved in the strike, provided they made application within a reasonable time. To avoid the possibility of future strikes or lockouts it was agreed that in the event of a dispute or grievance arising on the part of one or more of its employees which could not be adjusted through a reference to the pit boss, the same might be appealed to the superintendent of the mine, and further, if necessary, to the general manager, and a committee of two of the company's employees were to be allowed to appear

on behalf of an employee or employees seeking redress; failing an adjustment by appeal to the general manager, the matter was to be referred to arbitration, both parties agreeing to abide by the award of the arbitrators. The terms set forth the manner in which the arbitrators were to be appointed. The strikers withdrew their demands for a complete recognition of the union, for the deduction of union dues by the company, for an eight-hour day and other less important concessions.

The Terms and Conditions.

The following is a memorandum in detail of the terms and conditions on which the strike was settled, a certified copy of which has been given to each of the parties:—

MEMORANDUM of terms and conditions agreed to on December 1, 1906, by the representatives of The Alberta Railway and Irrigation Company and the representatives of its employees on strike respectively, as a basis of settlement of the strike commenced at Lethbridge, Alta., on March 9, 1906.

The Company will permit the appointment of a check-weighman whenever the men so desire, and is willing to deduct from its employees through the pay roll the amount necessary for the payment of such check-weigh-man.

The Company will, except in the case of deductions for the payment of the check-weighman, make no collections through the pay roll, save in respect to rent, doctor, and hospital fees, coal, powder, oil, and other supplies furnished by the Company, and if the men so desire, for the sick benefit fund and the library.

The Company agrees that any of its employees involved in the strike shall be given preference in employment before strangers, provided they make application within a reasonable period.

The Company does not object to its employees being or not being members of any organization, but all employees of the Company, whether members of an organization or not, shall be upon an equality in the Company's employment.

It is the desire of the Company that its employees, without distinction, shall work together harmoniously and shall receive fair treatment in all respects, but whenever there shall be a dispute or grievance on the part of one or more of the men which cannot be adjusted by a reference to the pit boss the same may be appealed to the superintendent of the mine, and, failing an adjustment by him, may be further appealed to the general manager of the Company. The man or men seeking redress may make the necessary representations in person or through the mediation of a committee of two of the Company's employees. Failing an adjustment by an appeal to the general manager, the Company's employees may, if they so desire, refer the matter in dispute to arbitration, and both parties shall agree to abide by the award of the arbitrators. The arbitrators shall in the first place be two in number, representatives respectively of the Company and the men, and shall not be either mine operators or miners. In the event of the failure of the arbitrators to come to an agreement they shall endeavour to select a third arbitrator, and in the event of their being unable to agree upon such a third arbitrator they shall request the chief justice of the Supreme Court of Alberta to act as such third arbitrator, or to name some one to act in his behalf, and the award of the majority of the arbitration board thus constituted shall be final. The costs of the arbitration to be borne as the board of arbitrators may direct.

SCHEDULE OF WAGES.

All coal to be paid for on screened bassis, one ton being considered 2000 pounds.

	Cents per Ton.
Pick mining rate for pillar and stump work	66
Pick mined rooms to be paid at the rate of	82
Machine runners (rooms)	13
Machine scrapers (rooms)	09
Machine loaders (rooms)	50
Machine runners (narrow work)	19
Machine scrapers (narrow work)	14
Machine loaders (narrow work)	77

UNDERGROUND DAY WORK.

	Cents per Hour.
Brattice men	30
Timbermen	30
Drivers	30
Track layers	30
Miners on company's work	30
Couplers (men)	30
Couplers (boys)	15 to 25, according to age
Switch boys	11 to 25, according to age
Grippers	30
Pipe fitters helper	30
Pumpmen	32
Cagers	30
Car pushers	30
Stablemen	$65.00 per month
Pick carriers	11 to 25, according to age.
Clutchmen	30

OUTSIDE LABOUR.

	Cents per Hour.
Top cagers	24
Dumpers	24
Car trimmers	24
Greasers (boys)	10 to 17 according to age
Screen engine tender	24
Box car loader engineer	30
Slate pickers (boys)	10 to 17 according to age
Tally boys	12½
Timbermen	24
Blacksmith	35
Blacksmith helper	24
Leading carpenter	35
Carpenter helpers	24
Car repairers	28
Machinists	30 to 35
Machinists' helpers	24
Hoisting engineers	35
Haulage engineer	30
Leading firemen (man holding certificate)	30
Firemen helpers and ash wheelers	24
Other outside labourers	20

All other conditions and prices to remain on the same basis as they were previous to March last.

Significance of Strike and its Effects.

Inasmuch as a settlement of this important strike has been reached and work resumed at the mines, it is, perhaps, unnecessary, as well as inadvisable, to comment upon the causes which were

responsible for the strike or its continuance over so long a period of time. The calamity which threatened the country and the possible recurrence from similar causes of a like condition is, however, a sufficient justification for not passing over the whole matter in silence. In looking at a situation, so much depends on the point from which it is viewed as to the estimate likely to be placed upon it. From the company's standpoint, there appears to have been much that was exasperating in the manner in which the strike was declared. From the men's standpoint, there appears to have been cause for exasperation also, at the manner in which their efforts to secure a consideration of their demands were met by the company. I cannot but feel that a little more tact and a disposition to understand aright the position of the other by each of the parties might have averted the whole trouble. Certainly, had the parties been prepared to view their actions with the same regard to the interests of the public that they finally came to view them, the strike would never have continued so long. In the settlement which was reached, both parties, I believe, made concessions in view of the great public emergency, which they would not have made had they not been moved by humanitarian considerations. Up to this point, however, the struggle, so far as third parties were concerned, appears to have been purely selfish. Until brought face to face with the serious situation which the long continuance of the dispute had produced, the public does not seem to have come in for any consideration whatever.

When it is remembered that organized society alone makes possible the operation of mines to the mutual benefit of those engaged in the work of production, a recognition of the obligations due society by the parties is something which the State is justified in compelling if the parties themselves are unwilling to concede it. In any civilized community private rights should cease when they become public wrongs. Clearly, there is nothing in the rights of parties to a dispute to justify the inhabitants of a province being brought face to face with a fuel famine amid winter conditions, so long as there is coal in the ground, and men and capital at hand to mine it. Either the disputants must be prepared to leave the differences which they are unable to amicably settle to the arbitrament of such authority as the State may determine most expedient, or make way for others who are prepared to do so.

What I know of conditions in the Canadian West leads me to believe that the labour troubles in the mines which this country has been forced to witness during the present year, will not be without repetition, at some future time, unless, and this, I fear, is improbable, the attitude of the parties towards each other becomes vastly different than it has been in the past, or some machinery is devised by the State — either the Federal or Provincial Governments — whereby the parties will be obliged to refer to an impartial tribunal such differences as, failing of amicable adjustment, are likely to lead to a lockout or strike.

Recommendation.

The Parliament of Canada has already enacted legislation which has done much towards preventing industrial conflicts, and furthering industrial peace. The Conciliation Act was passed in 1900. This measure is designated "An act to aid in the prevention and settlement of Trade Disputes." The experience of six years has shown that in practically all cases in which intervention under this act has been requested and accepted a speedy termination of existing strikes or lockouts has been effected, and the list is one which includes several of the most serious and important disputes which have taken place in Canada during that period of time. The Conciliation Act is a voluntary measure and does not contain any element of compulsion. In 1903, Parliament went one step further and introduced an element of compulsion in "An Act to aid in the settlement of Railway Labour Disputes." Under this act, in the case of a threatened or existing strike or lockout on any railway, the Government, through the Minister of Labour,

has power to compel an investigation under oath into the causes of the difference. Since this act was passed, there has not been a single strike or lockout on any of the railroads of Canada which has been of sufficient magnitude or duration to interrupt the regular and safe transportation of mails, passengers or freight, or endanger the safety of any person employed on a railway train, while the act in the one case in which the provisions have been invoked is known to have been the means of averting a far reaching and serious strike on the second largest railway system of the Dominion.

The purpose of Parliament in enacting both the Conciliation and the Railway Labour Disputes Acts might, it seems to me, be considerably furthered were an act, applicable to strikes and lockouts in coal mines, similar in some of its features to the Railway Labour Disputes Act, also enacted. Inasmuch as coal is in this country one of the foremost necessaries, on which not only a great part of the manufacturing and transportation industries but also, as the recent experience has shown, much of happiness and life itself depends, it would appear that if legislation can be devised, which, without encroaching upon the recognized rights of employers and employees, will at the same time protect the public, the State would be justified in enacting any measure which will make the strike or lockout in a coal mine a thing of the past. Such an end, it would appear, might be achieved, at least in part, were provision made whereby, as in the case of the Railway Labour Disputes Act, all questions in dispute might be referred to a Board empowered to conduct an investigation under oath, with the additional feature, perhaps, that such reference should not be optional but obligatory, and pending the investigation and until the board has issued its finding the parties be restrained, on pain of penalty from declaring a lockout or strike.

In view of past experience and the present situation, I would, therefore, respectfully recommend that the attention of Parliament be, at as early a date as possible, invited to a consideration of some such or other measure with a view of preventing a possible recurrence of an experience such as this country has been forced to witness during the past month, and of promoting in the interests of the whole people the cause of industrial peace.

I have the honour to be,

Sir,

Your obedient servant,

W. L. MACKENZIE KING,
Deputy Minister of Labour

INDUSTRIAL ACCIDENTS DURING THE MONTH OF OCTOBER, 1906.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in the loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 310 individual work people in Canada during the month of November, 1906, were reported to the Department of Labour. Of these 117 were fatal and 193 resulted in serious injuries. In addition, accidents to 25 workmen, of which 6 were fatal, were reported as having taken place prior to the beginning of the month, information not having been received by the Department before November. The number of fatal accidents reported in November, 1906, was 24 in excess of the previous month and 15 more than in November, 1905. The non-fatal accidents numbered 9 less than in October, 1906, and 31 less than in November, 1905.

Of 136 returns received during the month giving the ages of the victims of industrial accidents, 14 referred to persons under twenty-one years of age, 16 to persons between twenty-one and forty-five, and 2 to persons over forty-five; 104 persons were over twenty-one years

of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and groups of trades:—

STATEMENT OF ACCIDENTS DURING NOV, 1906, BY TRADES AND INDUSTRIES.

Trade or industry.	Killed.	Injured.	Total.
Agriculture	16	15	31
Lumbering	14	7	21
Mining	3	4	7
Building trades	4	24	28
Metal trades	4	32	36
Woodworking trades	1	6	7
Printing trades	....	1	1
Clothing trades	.....	2	2
Textile trades	.....	3	3
Food & Tobacco preparation	5	14	19
Railway service	27	40	67
Navigation	30	5	35
General transport	3	10	13
Civic employees	1	11	12
Miscellaneous	8	11	19
Unskilled labour	1	8	9
Total	117	193	310

Nature of Fatalities and Accidents.

The chief disasters of the month were the drowning of the officers and crew of the steamer "J. H. Jones" in Georgian Bay, Ont.; the drowning of six members of the crew of the steam barge "Resolute," on Lake Ontario near Toronto, Ont.; the death of three construction hands by a dynamite explosion near La Tuque, Que.; the death of two section men near Shedden, Ont.; the death of two men at St. Bruno, Que., and at Winnipeg, Man., in collisions; and the death of two loggers at Knight's Inlet, B. C.

Wreck of the Steamer "J. H. Jones," in Georgian Bay, Ont.

On November 22, 1906, the steamer "J. H. Jones," plying between Owen Sound, Wiarton and Manitoulin Ports, Ont., was caught in a heavy gale and foundered off Cape Croker in Georgian Bay with all hands. She had a crew of thirteen on board with thirteen passengers all of whom perished.

Wreck of the Barge "Resolute" off Toronto, Ont.

On the morning of November 22, the steambarge "Resolute," carrying 622 tons of coal consigned to the Toronto Electric Light Company foundered in about thirty feet of water opposite the City of Toronto, Ont., Of the crew of twelve, six were drowned.

Fatality at La Tuque, Que.

On Monday, November 5, a gang of Italian labourers employed on the construction of the Quebec and Lake St. John Railway branch line at La Tuque, Que., had arranged to blast a rock cut, at the end of their day's work, as is customary. With this purpose in view, they had charged a number of holes with dynamite in order to explode the same simultaneously. The labourers were preparing to move away from the spot when one of the mines prematurely exploded, the concussion causing the explosion of a second one in the midst of the labourers killing three, and severely injuring seven.

Collision between Construction Trains at St. Bruno, Que.

On the night of November 2, two Grand Trunk Railway construction trains backed into each other at St. Bruno, Que., and the conductor of one of the trains and the workman in charge of a steam shovel on the other train were killed.

Fatality near Shedden, Ont.

On the night of November 4, two construction hands while riding west on a hand-car near Shedden, Ont., were struck by an east-bound extra freight and both killed.

Accident due to Runaway Train at Winnipeg, Man.

On November 29, an engine in the Canadian Northern Railway's yards in Winnipeg, Man., was being put in readiness to take out a freight train. The engineer and fireman had stepped off to put in the usual supplies, when, it is supposed, the throttle blew out and the

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1906.

Trade or industries.	Locality.	Date.	Killed.	Injured.	Nature of injury.	Remarks.
Agriculture—						
Farmer	Otonabee, Ont.	Nov. 1	1			Kicked by horse in stomach.
"	Paisley, Ont.	" 5	1			Heavy stone fell on him.
"	Hope, Tp. Ont.	" 6	1			Wagon overturned on him.
"	Marvelville, Ont	" 7	1			Thrown from vehicle.
"	Brockville, Ont	" 11		1	Head and neck cut.	Caught in thresher.
"	Downie, Tp., Ont.	" 9		1	Skull fractured.	Kicked by horse.
"	Thamesford, Ont.	" 9	1			In a runaway.
"	Manvers Tp., Ont	" 8	1			Fell from a buggy.
"	Motherwell, Tp. Ont.	" 7		1	Body badly bruised.	Fell with threshing machine through a bridge.
"	St. George, Ont.	" 9		1	Leg crushed.	Run over by loaded vehicle.
"	Harwick, Ont.	" 11		1	Two ribs broken.	Caught in machinery.
"	St. Henri, Que.	" 11		1	Loss of one toe.	Glancing of axe.
"	Elizabethtown, Ont	" 12	1			Struck by engine at crossing.
"	Ripley, Ont	" 14	1			Crushed by horse against wall.
"	Myrtle, Ont	" 16	1			Run over by train at crossing.
"	Malton, Ont.	" 21	1			" "
"	Hespeler, Ont	" 22		1	Severely injured.	Gored by a bull.
"	St. George de Bauce, Que.	" 27	1			Drowned, fell into well.
"	Mille Isles, Que	" 27	1			Tree fell on him.
"	Clarksburg, Ont.	" 28	1			Run over by train at crossing.
"	"	" 28		1	Skull fractured.	" "
"	Havelock, Ont.	" 22		1	Foot gashed.	By glancing axe.
"	Peterborough, Ont	" 3	1			Kicked by horse.
"	"	" 3	1			In a runaway.
"	"	" 11		1	Body badly bruised.	In a runaway.
"	Sydney, N.S.	" 27		1	Collar bone broken	Thrown from vehicle.
Farm hand	Valentine, Ont.	" 15		1	Concussion of brain.	Fell 10 ft. in barn.
" "	Richmond, P.E.I.	" 27	1			Caught in threshing machine.
" "	Cloverdale, B.C.	" 13		1	Loss of foot.	By glancing of axe, pyaemia supervened.
Cattle dealer.	Foster, Que	" 10		1	Body badly bruised.	While shipping live stock.
Thresher	Rosthern, Sask	" 21		1	Body badly injured.	Caught in belting of machinery.
Lumbering—						
Logger	Near Levis, Que	Nov. 5		1	Leg lacerated.	Glancing of axe.—
"	L'Annonciation, Que	" 7	1			Tree fell on him.
"	Near La Tuque, Que.	" 10	1			" "
"	Rogersville, N.B.	" 15	1			" "
"	St. Paulin, Que.	" 22	1			" "
"	Scotstown, Que.			1		Shot in groin while at work.

"	Rivière de l'Evice, Que	"	26	1			Tree fell on him.
"	Port Arthur	"	25	1			Drowned, broke through ice.
"	Black Bay, Ont.	"	26	1			" "
"	Knight's Inlet, B.C.	"	28	2			Buried in a mud slide
"	Tillsonburg, Ont.	"	29	1			Log rolled on his head.
Saw mill owner	James Bay Junc., Ont	"	27	1			Drowned, fell into tail race.
Foreman in saw mill	Parry Sound, Ont.	"	5	1			Caught in shafting.
Saw mill hand	Chicoutimi, Que	"	3		1	Arm amputated	By circular saw.
"	Buckingham, Que.	"	10		1	Arm broken	Fell from a viaduct.
"	"	"	10		1	Shoulder blade broken	By fall in mill.
"	Rockland, Ont.	"	19	1			Fell on circular saw.
"	Vancouver, B.C.	"	16		1	Loss of hand	Contact with saw.
"	Les Eboulements, Que.	"	16		1	Arm amputated	" " "
"	Pakiok, N.B.	"	24		1	Loss of arm	Caught in a cog wheel.
Mining—							
Miner	Phœnix, B.C.	"	2	1			Loaded car ran over him.
"	Nanaimo, B.C.	"	6		1	Leg broken	By fall of coal.
"	"				1	Face and head cut	" "
"	Wabana, N.S.			"	15	1 Leg broken	Struck by ore car.
"	Glace Bay, N.S.	"	19	1			Struck by ore car.
"	Sydney, N.S.	"	28	1			Fell into coke pit, 20 ft.
"	Nanaimo, B.C.	"	1		1	Head cut	Struck by a post.
Building trades—							
Drain pipe maker	New Glasgow, N.S.	"	1	1			Fell from cable car and run over.
Bricklayer	Brockville, Ont.	"	1	1			Struck by engine.
"	Toronto, Ont.	"	9		1	Arm broken	Fell from roof.
Painter	Brantford, Ont.	"	13		1	Arm broken	Fell from scaffold.
"	Toronto, Ont.	"	14		1	Leg broken	" "
"	Walkerville, Ont.	"	17		1	Leg broken	" " 50 ft
"	Vernon, B.C.	"	2		1	Two arms broken	Fell from ladder
Foreman builder	Montreal, Que.	"	10		1	Leg broken	Part of derrick fell on him.
"	Guelph, Ont.	"	27		1	Dangerously injured	Fell from fourth storey of buiding.
Plumber	Halifax, N.S.	"	19	1			Fell from signal station staff.
"	Toronto, Ont.	"	26		1	Head injured	Coal chute fell on him.
Builders' labourer	Hamilton, Ont.	"	6		1	Body badly crushed	Caught by a derrick.
"	Brantford, Ont	"	13		1	Head cut	Fell from building.
"	Niagara Falls, Ont	"	2		1	Leg broken	By fall of timber.
"	Welland, Ont.	"	14		1	Head and face cut	Board fell on him.
Carpenter	Brantford, Ont	"	8		1	Body bruised	Fell from scaffold.
"	"	"	12		1	Head and arm injured	" "
"	Toronto, Ont.	"	21		1	Back and shoulder injured	Fell 38 ft.
"	Montreal, Que.	"	20		1	Head and face cut	Struck by falling deal.
"	Toronto, Out.	"	17		1	Collar bone broken	Fell from roof of house.
" (foreman	Quebec, Que.	"	2		1	Leg broken	By a fall.
"	Montreal, Que.	"	22		1	Arm broken	Fell from house 30 ft.
"	Brantford, Ont.	"	21		1	Ear torn and face cut	Fell from house, 20 ft.
"	Paris, Ont.	"	22		1	Internal injuries	Fell from building.
"	Ladner, B.C.	"	20	1			Iron block fell on head.
"	Toronto, Ont.	"	28		1	Shoulder broken	Fell from 4 storey building.
"	Peterborough, Ont.	"	17		1	Jaw bone broken	Fell from scaffold.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1906.

Trade or industry.	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Carpenter	Montreal, Que.	Nov. 30		1	Concussion of brain.	Fell from scaffold, 25 ft.
Metal trades—						
Electrical worker	Lakefield, Ont.	" 8		1	Hands badly bruised.	Contact with live wire.
"	Sydney, N.S,	" 21		1	Leg lacerated.	Thrown from repair wagon.
"	Lindsay, Ont.	" 20	1			Electrocuted.
"	Peterborough, Ont	" 2		1	Hand lacerated.	Contact with shears.
"	"	" 21		1	Foot crushed.	Caught in doorway of car.
"	"	" 5		1	Foot badly crushed.	Caught in elevator.
Iron moulder	Brantford, Ont	" 9		1	Ankle broken.	Moulding fell on it.
"	Toronto, Ont.	" 16	1			By upsetting of molten metal.
"	"	" 17		2	Face and hands burned	By molten metal.
"	Toronto, Ont.	" 22	1			Contact with live wire.
"	Sackville, N.B.	" 6		1	Head gashed.	Struck by crane handle.
Iron worker	Stanford, Ont	" 9		1	Foot hurt	By fall in shop.
"	Phœnix, B.C.	" 6		1	Internal injuries.	Fell 60 ft.
"	Toronto, Ont.	" 16		1	Hand badly crushed	Caught in lathe.
"	"	" 15		1	Head cut.	By falling material.
"	Brantford, Ont.	" 9		1	Concussion of brain.	Fell from scaffold.
"	London, Ont	" 10		1	Finger broken.	Caught in pulley.
Blacksmith	Sydney, N.S.	" 9		1	Probably fatal injuries.	By bursting of red hot bar of iron.
"	"			1	Stunned and deafened.	" " "
Machinist	Brantford, Ont.	" 8		1	Head injured	Fell from building
"	Galt, Ont.	" 22		1	Arm lacerated.	Contact with machinery.
"	Peterborough, Ont.	" 22		1	Face cut	Struck by flying chisel.
"	Brantford, Ont.	" 26		1	Foot crushed.	By falling material.
"	Toronto, Ont.	" 7		1	Wounded in groin	By a fall.
"	"	" 5		1	Hand scalded	By escaping steam.
"	Galt, Ont,	" 6		1	Foot crushed.	By falling material.
"	Hamilton, Ont.	" 19		1	Wrist badly cut.	Caught in machinery.
"	Lindsay, Ont.	" 16		1	Foot crushed.	Grindstone fell on it.
Structural iron worker	Montreal, Que.	" 10	1			Fell from building.
"	Toronto, Ont.	" 15		1	Head split open.	Struck by falling iron.
"	"			1	Hand badly crushed.	Caught in machinery.
Sheet metal worker	Toronto, Ont.	" 24		1	Concussion of brain.	Fell from roof.
"	"	" 20		1	Back and shoulders burnt.	While galvanizing iron sheets.
Agricultural impl. worker	Brantford, Ont	" 19		1	Loss of part of fingers.	Caught in shears.
" " "	Toronto, Ont.	" 2		1	Eye severely injured.	Struck by block from saw.
" " "	"	" 17		1	Eye injured.	Explosion of molten metal.
Woodworking trades—						
Woodworker	Coteau Stn., Que.	" 9		1	Loss of three fingers.	Caught in planer.
"	Guelph, Ont.	" 12		1	Hand lacerated.	Caught in machine.
"	Port Credit, Ont.	" 1	1			Caught in machinery.

"	Toronto, Ont.	"	8		1	Thumbs amputated	By machine.
"	Guelph, Ont.	"	26		1	Injury to abdomen	Struck by flying board from machine.
Upholsterer	Knowlton, Que.	"	16		1	Leg broken	Fell from ladder.
Carriage maker	Guelph, Ont.	"	10		1	Loss of two fingers	Caught in shaper.
Printing and allied trades—							
Pressman	Brantford, Ont.	Nov.	20		1	Loss of two fingers	Caught in press.
Clothing trades—							
Garment worker	Berlin, Ont.	"	14		1	Hand severely bruised	While sand-papering armature of a motor.
Rubber worker	Pt. Dalhousie, Ont.	"	15		1	Foot amputated	By machinery.
Textile trades—							
Cotton mill hand	Hamilton, Ont.	"	4		1	Hand lacerated	Caught in machinery.
"	Kingston, Ont.	"	20		1	Foot badly crushed	In elevator.
Woollen mill hand	Campbellford, Ont.	"	13		1	Arm broken	By machinery.
Food & tobacco preparation—							
Starch factory hand	Port Credit, Ont.	"	2	1			Caught in machinery.
Sugar factory hand	Raymond, Alta	"	13	1			Caught in belting.
Pork packer	Toronto, Ont.	"	9	—	1	Body and legs scalded	Fell into vat of boiling water.
Butcher	Quebec, Que.	"	2		1	Loss of thumb	By slipping of knife.
"	Montreal, Que.	"	21		1	Hand crushed	By machinery.
"	"	"	27		1	Loss of three fingers	"
Brewery worker	Toronto, Ont.	"	1	1			By fall in brewery.
Biscuit workers	London, Ont.	"	20		2	More or less injured	Elevator fell.
"	"	"	20		1	Hand lacerated	By machinery.
Ice driver	Toronto, Ont.	"	17		1	Leg broken	Fell in hatchway.
Aerated water maker	Peterborough, Ont.	"	22		1	Face badly cut	Explosion of syphon.
Flour mill hand	Montreal, Que.	"	10	1			By fall in mill.
"	"	"	23		1	Body badly bruised	" " "
Salt works Supt	Sarnia, Ont.	"	13	1			By fall, 25 ft
" employee	"	"			1	Head injured	" " "
Candy factory hand	London, Ont.	"	18		2	Badly scratched and bruised	By fall of elevator.
"	"	"	21		1	Two fingers amputated	By lozenge machine.
Railway service—							
Conductor	Georgetown, Ont.	Nov.	17		1	Seriously injured	Head on collision.
"	Elkhorn, Man.	"	19		1	" "	" "
Engineer	Brantford, Ont.	"	1		1	Head and body crushed	Head on collision.
Fireman	Brantford, Ont	"	1		1	Arm and leg hurt	Head on collision.
"	Elkhorn, Man.	"	19		1	Seriously injured	" "
Brakeman	Woodstock, Ont.	"	16		1	Spine injured	Derailment of train.
"	Meaford, Ont.	"	17	1			Struck head on overhead bridge.
"	Georgetown, Ont.	"	17		1	Seriously injured	Head on collision.
"	Kingsville, Ont.	"	15		1	Leg broken	Caught between cars.
"	St. Raymond, Que.	"	16	1			" " "
"	Brantford, Ont.	"	19		1	Internal injuries	Struck by engine.
"	"	"	22		1	Foot crushed	Run over by car.
"	Lac Pierre Paul, Que.	"	22	1			Crushed between cars.
"	Tillsonburg, Ont.	"	23		1	Body crushed	Caught between cars.
"	Port Stanley, Ont.	"	24	1			Run over by train.
"	Bridgeburg, Ont.	"	24	1			" " "

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1906.

Trade or Industry.	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Brakeman	Levis, Que.	" 26		1	Foot crushed	Run over by train.
"	Piapot, Alta.	" 28		1	Concussion of brain.	Fell from moving train.
"	Newcastle, N.B.	" 1		1	Ribs broken.	Collision with a truck.
Sectionmen.	Mattawa, Ont.	Nov. 2		3	More or less injured.	Their hand car struck by engine.
"	St Thomas, Ont.	" 2		1	Skull fractured.	Struck by cable which broke.
"	Merritton, Ont.	" 2	1			Run over by cars.
"	Shedden, Ont.	" 4	2			Freight struck their hand car.
"	"			2	Badly mangled.	" " "
"	Schreiber, Ont.	" 1		2	Scalp wound and broken legs	Struck by train.
"	Coaticook, Que.	" 8		1		Engine struck hand car.
"	"		1			" " "
"	St. Thomas, Ont.	" 19	1			Run over by train.
"	Ottawa, Ont.	" 22	1			Run over by engine.
"	Ridgetown, Ont.	" 28	1			" " "
Yardmen.	Niagara Falls, Ont	Nov. 2	1			Run over by engine.
Freight handlers.	Winnipeg, Man.	Nov. 29	2			Run over by runaway train.
"	"			4	More or less injured.	" " "
Shop employees.	Hamilton, Ont.	" 1	1			Explosion of natural gas.
"	"			1	Probably fatal injuries.	" "
"	Stratford, Ont.	" 3		1	Leg broken.	By falling timber.
"	Hamilton, Ont.	" 7	1			By electric shock.
"	St. Thomas, Ont.	" 21		1	Loss of leg.	Run over by car.
Construction foreman.	Near Medicine Hat, Alta.	Nov. 25	1			Lost in blizzard, found frozen
Construction hand.	St. Bruno, Que.	" 3	2			Collision between construction trains.
"	Thorold, Ont.	" 4	1			Struck by engine.
"	La Tuque, Que.	" 5	3			Explosion of dynamite.
"	"	"		8	More or less injured.	" "
"	Whitestone, Ont.	" 14	1			" "
"	La Tuque, Que.	" 11	1			" "
"	Napierville, Que.	" 20		1	Leg broken.	Run over by train.
"	Brandon, Man.	" 24	1			Explosion of dynamite.
"	"			1	Seriously injured.	" " "
Navigation—						
Ship carpenter	Halifax, N.S.	Nov. 3	1			Washed overboard, drowned.
Engineer	Windsor, Ont.	" 5	1			Decapitated by passing object.
Ship captain.	Quebec, Que.	" 12		1	Two feet amputated.	Were frozen after a week.
Sailor.	Fort William, Ont.	" 28	1			Fell from rigging to deck.
"	Richibucto, N.B.	" 4	1			Drowned in wreck of vessel.
"	Montreal, Que.	" 8		1	Skull fractured.	Fell into hold.
"	Quebec, Que.	" 10		1	Leg broken	"
"	Lanoraie, Que.	" 12	1			"

"	Charlottetown, P.E.I.	Nov.	16	1			Drowned, fell overboard.
"	Brockville, Ont.	"	20		1	Fell into hold.	
" Crew of "Resolute"	Near Toronto, Ont	"	22	6			Drowned in wreck of vessel.
Crew of Str. "J. H. Jones"	Georgian Bay, Ont.	"	23	13			" " "
Lockmaster	Burleigh Falls, Ont.	"	8	1			Drowned, fell into lock.
Wharfinger	Parry Sound, Ont.	"	27	1			Drowned, boat upset.
Longshoreman	Montreal, Que.	"	14	1			Foot caught in cable, fell from wharf & drowned.
"	Quebec, Que.	"	18		1	Teeth knocked out.	Struck by falling pulley.
"	Montreal, Que.	"	20	1			Drowned, fell off wharf.
Cableman on dock	Port Arthur, Ont	"	19	1			Fell 30 feet.
General transport—							
Freight handler	Digby, N.S.	"	13		1	Leg broken.	Fell on a cattle guard.
Delivery employee	Quebec, Que.	"	10		1	Arm broken	Fell out of vehicle.
Teamster	Mile End, Que.	"	14	1			His vehicle struck by engine.
"	Yamachiche, Que.	"	19	1			Struck by engine at crossing.
"	Sherbrooke, Que.	"	2		1	Leg broken.	By falling material.
"	Guelph, Ont.	"	1		1	Leg broken.	Kicked by horse.
"	Montreal, Que.	"	23		1	Back badly bruised.	His vehicle passed over him.
"	Toronto, Ont.	"	24		1	Leg broken.	Thrown from his vehicle.
"	Port Arthur, Ont.	"	28	1			In a runaway.
"	Vancouver, B.C.	"	23		1	Leg broken.	His vehicle passed over him.
Motorman	Montreal, Que.	"	15		1	Face badly cut.	In collision bet. two cars.
Carter	Quebec, Que.	"	20		1	Leg broken.	Fell out of vehicle.
Expressman	Peterborough, Ont.	"	16		1	Ribs broken.	Kicked by horse.
Civic employees—							
Sewer foreman	Brantford, Ont.	"	2		1	Badly hurt.	Explosion of natural gas.
Firemen	Montreal, Que.	"	12		2	Both seriously injured.	In collision bet. reel and street car.
"	Toronto, Ont.	"	12		2	Concussion of brain.	Collision bet. two trucks.
"	Quebec, Que.	"	12	1			Injuries received at fire.
"	"	"	6		1	Hand badly cut.	Contact with broken glass.
"	London, Ont.	"	29		2	Body bruises.	Thrown from reel.
"	Toronto, Ont.	"	29		3	Temporary asphyxiation.	Overcome by smoke at fire.
Miscellaneous—							
Domestic servant	Toronto, Ont.	"	12	1			Explosion in gas stove.
"	Stratford, Ont.	"	9	1			Explosion of coal oil lamps.
"	Strathcona, Alta.	"	7	1			Contact with live wire in a cellar.
Glass factory hand	Toronto, Ont.	"	13		1	Face and hands burned	By explosion of oil.
Contractor	Peterborough, Ont	"	21	1		Internal injuries	Thrown from vehicle.
Brick maker	Brantford, Ont	"	16	1			Caught in machinery.
Brush factory hand	St. John, N.B.	"	6	1			Suffocated in fire at factory.
Paper mill employee	Merritton, Ont.	"	11		1	Hand badly crushed.	Caught in machinery.
" " "	St. Stephen, N.B.	"	5	1			Caught in conveyor.
" " "	St. Catharines, Ont.	"	9		1	Concussion of brain.	By falling material.
" " "	Merritton, Ont.	"	5		1	Leg broken.	By fall in factory.
Caretaker	Joliette, Que.	"	7		1	Hand mutilated	While sawing wood.
Paper maker	Merritton, Ont.	"	7		1	Arm broken	Caught in machines.
"	"	"	18		1	Hand badly crushed	" "
Tile yard employee	Stratford, Ont.	"	10		1	Leg broken.	By falling material.
Watchman	Montreal, Que	"	30		1	Ribs broken.	By fall in factory.
Watchman	Montreal, Que.	"	11		1	Leg injured.	Shot in leg while on duty.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1906.

Trade or industry.	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Clerk	Toronto, Ont.	Nov. 15	1			Fell down elevator shaft.
Newsboy	"	" 26	1			Run over by street car.
Unskilled labour—						
Labourer	Fredericton, N.B.	" 19		1	Loss of finger and hand mangled	By falling material.
"	Hamilton, Ont.	" 20		1	Broken hip	By fall.
"	Hamilton, Ont.	" 22	1			Contact with live wire.
"	Walkerville, Ont.	" 13		1	Leg broken	Fell from scaffold.
"	Glen Sutton, Que.	" 17		1	Loss of finger	Caught in derrick gear.
"	Quebec, Que.	" 28		1	Leg broken	Caught between two barrels.
"	Toronto, Ont.	" 29		1	Leg broken	By falling material.
"	Peterborough, Ont.	" 5		1	Foot badly crushed	Caught in hoist.
"	"	" 9		1	Two ribs broken	By a fall.

ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN DECEMBER.

Farmer's son	Ste. Therèse, Que.	Oct. 30		1	Arm broken	Caught in thresher.
Farmer	Peterborough, Ont.	" 30		1	Shoulder dislocated	Fell from steps.
Woodworker	London, Ont	" 11		1	Eye cut	Struck by board from saw.
Woollen mill hand	Campbellford, Ont	" 30		1	Hand badly lacerated	Caught in picker.
Miner	Sydney Mines, N.S.	Oct. 29		1	Internal injuries	By fall of earth.
"	Phœnix, B.C.	" 29		1	Several ribs broken	By fall of cage.
"	Sydney Mines, N.S.	" 31	1			Struck by runaway trip.
Paper maker	Dundas, Ont.	" 25		1	Right arm burned	Contact with hot cylinder.
Quarryman	Sherkston, Ont.	" 30	1			Caught between cars.
Garment worker	Berlin, Ont.	" 30		1	Arm broken	By falling merchandise.
Boot & Shoe worker	Campbellford, Ont.	" 24		1	Hand lacerated	Caught in splitting machine.
Moulder	Toronto, Ont.	" 30		1	Body severely burned	By molten metal.
Machinist	New Westminster, B.C.	Oct. 31	1			Caught in belting.
Sheet metal worker	Hamilton, Ont.	" 30		1	Two fingers amputated	By "raising disc.".
Foundryman	Davenport, Ont.	" 2		2	More or less crushed	Iron girder fell on them.
Railway clerk	Niagara Falls, Ont	" 31		1	Head badly cut	Struck by engine.
Yardman	Burnaby, B.C.	" 25	1			Run over by train.
Brakeman	Napierville, Que.	" 30	1			Derailment of train.
Construction hand	White River, Ont.	" 30	1			Burned to death in boarding car.
Sectionmen	Yale, B.C.	" 31		3	Seriously injured	Collision with express train.
Chemical worker	Deseronto, Ont.	" 21		1	Face and chest scalded	By escaping steam.
Teamster	Peterborough, Ont.	" 29		3	Internal injuries	Fell out of vehicle.

engine started off. After running into a switch, the engine crashed into a train on a siding from which a number of men were unloading supplies, killing two of the men, and seriously injuring four others.

Avalanche at Knight's Inlet, B.C.

On November 21, while resting in camp two loggers in the employ of a lumber firm at Knight's Inlet, B. C., met their death by being overwhelmed in an avalanche of mud from a mountain.

Record by Trades and Industries.

Agriculture.—There were 16 fatal accidents to persons engaged in agriculture reported as having occurred during November, compared with 23 in the preceding month and 9 in November, 1905. Four of the deaths were due to falls from vehicles, 4 to being struck by engines or cars, 3 to live-stock, 3 to falling material and one each to drowning and to machinery. The serious accidents numbered 15, 6 of which were due to contact with machinery, 5 to railway accidents, and 4 to live stock.

Lumbering.—There were 14 killed and 7 injured in this group during November. The record of the previous month was 4 killed and 5 injured, and in November, 1905, 7 killed and 21 injured. Six workmen were killed by falling trees or logs, 3 by drowning, 2 by being overwhelmed in a mud slide, 2 by machinery and one by a gun-shot wound. Eight workmen received serious injury by contact with machinery, and 2 by falls.

Mining.—During November, 1906, 3 mine workers were killed and 4 injured. In October, 8 were killed and 13 injured, and in November, 1905, 7 killed and 9 injured. Two miners were killed by being run over or struck by loaded coal cars, and one fell into a coke pit, 20 feet deep Two of the minor injuries were caused by fall of coal and 1 each, by being struck by a coal car and by a post.

Building trades.—Four were killed and 24 injured in November, 1906, compared with 7 killed and 27 injured during the preceding month, and 4 killed and 7 injured in November, 1905. Two of the fatalities were due to falls, 1 to falling material and 1 to being run over by an engine. Ten of the accidents were due to falls from scaffoldings, 8 to falls from buildings, and 6 to falling material.

Metal trades.—Four fatal and 32 non-fatal accidents occurred during November, compared with 6 fatal and 37 non-fatal accidents in October last, and 6 fatal and 55 non-fatal accidents in November, 1905. Nine of the non-fatal accidents were due to falling material, 8 to machinery, 6 to falls, 6 to molten metal, 1 each to electric shock, 1 to an elevator and 1 to escaping steam.

Woodworking trades.—A woodworker at Port Credit, Ont., was caught in some machinery and killed, and 6 workmen in this group were injured. In October, 8 workmen were injured, and in November 1905, 1 workman was killed and 13 injured. Contact with machinery caused 5 injuries during November, 1906, and a fall, another.

Printing trades.—During November a pressman at Brantford, Ont., lost two fingers in a printing press. In the previous month, and in November, last year, there were, respectively, 1 and 2 minor accidents.

Clothing trades.—There were 2 non-fatal accidents in these trades compared with 1 fatal accident in the preceding month, and 7 accidents in November, 1905. The 2 accidents were due to machinery.

Textile trades.—In November, 1905, there were no accidents among these workmen; in October last, there were 3 minor accidents, and a similar number to November, 1906. All of the accidents were caused by machinery.

Food and tobacco preparation.—Five fatal and 14 non-fatal accidents occurred in this group during November, last. In October, 1906, there were 1 fatality and 6 non-fatal accidents, and in November, 1905, 2 fatalities and 8 accidents. Three deaths occurred through falls, and 2 through contact with machinery. Four workmen were injured by elevators, 4 by machinery, 5 by falls and one by an explosion of a soda water syphon.

Railway service.—Twenty-seven railway employees met death through accident, and 40 were more or less seriously injured during November, 1906. For the previous month the record stood:—19 killed and 27 injured, and in November, 1905, there were 27 killed and 20 injured Nine of the fatalities were due to the victims being run over by engines or trains, 7 to explosions, 4 to being struck by engines, 2 to being crushed between cars, 2 to collisions, and 1 each to the victim being struck by a passing object, to becoming lost on the prairie and being frozen to death, and to an electric shock. Ten of the minor injuries were due to the victims being struck by engines, 10 to explosions of dynamite, etc., 8 to being run over, 7 to collisions, 2 to being crushed between cars, and 1 each to the derailment of a train, to a fall, and to falling material.

Navigation.—Thirty of these workmen met death through accident and 5 were injured during November last, compared with 9 killed and 5 injured during the preceding month, and 23 killed and 11 injured during November, 1905. Drowning caused 26 of the deaths, falls 3 and the 30th an engineer at Windsor, Ont., was decapitated by a passing object while looking out of the boat's window. Three of the injuries were caused by falls, 1 by being struck by falling material and one by the victim having had his feet frozen in a wreck, amputation becoming thereby necessary.

General transport.—There were three deaths and 10 other accidents in this group during November. In October there were 7 killed and 20 injured, and in November, 1905, 5 killed and 19 injured. Two teamsters met death by being struck by trains at crossings, and 1 was killed in a runaway. Five of the other accidents were due to falls, 2 each to falling material and being run over by their vehicles, and 1 to the kick of a horse.

Civic employees.—During November last 1 civic employee, a fireman at Quebec, Que., met death through injuries received at a fire, and 11 others were injured. In the previous month the record was—3 injured, and in November, 1905, 2 killed and 5 injured. Ten of the injuries resulted from attendance at fires or on the way to and from the same, and 1 was the result of an explosion of natural gas in a sewer.

Miscellaneous.—In this group, 8 deaths and 11 other injuries occurred during November, compared with 3 deaths and 13 injured in October, and 5 deaths and 14 injured in November, 1905. Three of the deaths were due to machinery, 2 to explosions and 1 each to electric shock, to suffocation at a fire, and to being run over by a street car. Four of the other accidents were due to machinery, 3 to falls, 2 to falling material, and 1 to an explosion. A watchman was shot in the leg while on duty.

Unskilled labour.—One workman was killed and 8 injured during November, 1906, compared with 4 killed and 16 injured in October last, and 3 killed and 14 injured in November, 1905. The death was caused by the victim coming in contact with a live wire. Three of the accidents were caused by falls, 3 by falling material and two by elevators or hoists.

RECENT INDUSTRIAL AGREEMENTS.

Copies of the following Industrial agreements were received at the Department of Labour during the month of November, 1906.

Rules and Rates Governing the Service of Machinists and Apprentices Employed on Western Lines of the Canadian Pacific Railway System. Effective Sept. 1, 1906.

ARTICLE 1.—Men who have served an apprenticeship, or have had four years' or over varied experience in the the operating of Lathes, Planing, Slotting, Milling, Shaping and Tyre-Boring Machines, or other Machine Tools, and are capable of fitting up, assembling and repairing the various parts or details of engines, locomotive, stationary, or marine, or any kind of machine or machine tool, and vise-work generally, shall be designated as machinists and fitters. All work pertaining to the machinist's trade, (not hereinafter specified), shall be done by machinists and apprentices paid the

minimum rate. The Shop Superintendent Master Mechanic, or General Foreman shall be judge.

Article 2.—Section 1.—The following hours govern all shops and round-houses; in all shops and round-houses, 10 hours to constitute a day's work, the working hour hours will be from 7k to 18k, with one hour off for dinner, from 12k to 13k, on the first five days of the week; on Saturday, the hours will be from 7k to 17k, with one hour off for dinner, from 12k to 13k, from October 1st to April 1st, and from 7k to 12k the balance of the year.

Sec. 2.—For night men in shops, the hours will be from 18k to 6k, with half an hour for supper; 12 hours pay to be received for same five nights per week.

Sec. 3.—The night staff in round-houses will work from 19k to 6k with one half hour for meals, for which 11 hours straight time will be allowed, except on Sundays and specified Holidays, when time and a half will be allowed.

Over-time rate will be as follows: From the close of shop hours, to 24k time and one half, after 24k double time; Sundays and all Dominion Holidays, including New Year's Day, Good Friday, Victoria Day, Dominion Day, Labor Day, Thanksgiving Day, and Christmas Day, will be paid at the rate of time and one half, from 24.01k to 24k. No calls at night will be paid less than 5 hours.

Night men called during the day to receive the same consideration.

Article 3.—Section 1.—Not less than two Machinists will accompany wrecking crews when called to disconnect or replace engines on track. They shall receive pay from the time called for, or from the time of registration. Straight time will be allowed when travelling to or from the wrecks, (except on Sundays and specified Holidays), and time and one half when working at wrecks, or when in charge of wrecked engines. No time will be allowed when laid up for rest.

Sec. 2.—When Machinists are sent out to work on Steamers at Fort Wiilliam or Vancouver, or outside work (except the Power House at Fort William), their hours shall be from 7k to 17k, with one hour for dinner from 12k to 13k, 10 hours pay to be allowed for same.

Sec. 3.—When Machinists are sent out on the road temporarily to work they shall receive pay from the time called for and while travelling, necessary expenses will be refunded, provided receipts are attached to expense vouchers.

Article 4.—Sec. 1. — When reduction of expenses is necessary, before reducing the force, the time will be reduced to at least 8 hours per day, five days per week, in main shops. Men who have families depending upon them for support, being given preference, seniority and proficiency to govern. When force is again increased, or when vacancies occur, men who have been laid off will be given the preference of employment if available, provided their services are satisfactory.

Sec. 2.—No Machinist or Apprentice will be discharged or suspended without a just or sufficient cause, and will be given a clearance setting forth the cause of discharge. If after investigation it is found that the Machinist or Apprentice has been unjustly discharged or suspended, he shall be re-instated with pay for all time lost. Investigation will be held within five days after the Machinist or Apprentice has made request for same on Shop Foreman or Master Mechanic. Grievances shall be adjusted in Company's time.

Sec. 3.—Machinists leaving the service for any cause will receive their wages in full within 48 hours, and clearance papers as soon as possible.

Sec. 4.—It is open for the Committee to appeal through the Foreman to the Master Mechanic or highest officer of the Department. Leave of absence and free transportation will be granted members of grievance Committee on request when desiring to go before the management.

Article. 5.—Section 1.—Boys serving an apprenticeship to learn the trade of Mechinist, shall be designated Machinist Apprentices.

Sec. 2.—Any boy hereafter engaging himself to learn the trade of Machinist, must serve not less than 5 years, must be over 16, and under 21 years of age, and

must be able to read and write English, and know the first four rules of arithmetic.

Sec. 3.—It will be the duty of the Foreman to advance Apprentices in all branches of the trade.

Sec. 4.—The number of Apprentices to the Machinist Trade shall be one for the shop, and one for every five Machinists employed therein.

Sec. 5.—No man will be employed as an Improver, and helpers will not be advanced to the detriment of Machinists or Apprentices.

Sec. 7.—Apprentices who after having served one year in the opinion of the Shop Foreman show no aptitude for acquiring the trade shall be transferred or dismissed, and all obligations accepted by the Company shall of necessity be forfeited.

Article. 6.—Section 1.—The minimum rates of pay per hour for Machinists shall be as follows:

Fort William to Broadview and Branch Lines	37½ cents
Broadview to Kamloops, including Branch Lines and Broadview, not including Kamloops	40 cents
Kamloops to Vancouver inclusive:	38½ "

Sec. 2.—Leading hands paid by the hour, shall receive 2 cents above the minimum rates paid the Machinists.

Leading hands are those, who while working themselves, also direct and supervise the work of others.

Sec. 3.—The rates of pay for Apprentices shall be as follows:—

First Year	9 cents
Second Year	12 "
Third Year	15 "
Fourth Year	17 "
Fifth Year.	20 "

Minimum rates for specialists shall be as follows:—

Tool grinders	28½ cents
Car wheel borers, car axle lathes	25 "
Pilot men	25 "
Radial drills	24 "
Other drills	20 to 22½ "
Stud lathe	24 "
Wheel press and tyre setter	24 "
Strippers	24 "
Screwing machine men	22½ "

From Broadview to Laggan an increase of one cent per hour over rates above mentioned for specialists shall be paid, and from Dunmore Junction to Kootenay Landing an increase of 2 cents per hour above the rates mentioned shall be paid.

Article 7.—The foregoing Articles to be known as the Schedule of Rules and Rates on the Western Lines of the Canadian Pacific Railway System for the guidance of Machinists and Apprentices, and will require 30 days notice for amendment or annulment by either party. In effect September 1st, 1906.

(Signed)

For the Company,

GRANT HALL,
Asst. Supt. Motive Power

(Approved)

W. WHYTE,
2nd Vice-President Can. Pac. Ry. Co

For the Machinists,

P. KENNEDY,
General Chairman.

BELL HARDY,
1st Vice-Chairman.

INTERPRETATION OF, AND AGREEMENTS IN CONNECTION WITH THE FOREGOING SCHEDULE FOR WESTERN LINES.

In connection with the Schedule signed to-day, it is further agreed that the Management of the Company will keep the shops and round-houses warm and comfortable to work in and parts of engines requiring repairs will be cleaned on request.

Men will be paid during shop hours.

No man will be dismissed for past record after 30 days satisfactory service.

This Company will grant the Nine Hour Day when the Great Northern or Northern Pacific Company do likewise, and without question will concede the same rates and conditions.

When a holidays fall on a Sunday, the day observed by the Nation will be recognized as a Holiday and paid for at overtime rates.

No. 1 Radial Drill in the Winnipeg Locomotive Shops will be operated by a Machinist, and skilled drilling at outside

points will be done or supervised by a Machinist.

The Stripping Gang in the Winnipeg Locomotive Shops will be in charge of a Machinist as leading hand, and none will be employed elsewhere on the Western Lines.

All Engine Truck repairs will be considered Machinist's work hereafter, and coach wheel lathes will be run by Machinists or Apprentices.

Rates of Pay and Rules Governing the Service of Machinists and Fitters Employed on Eastern Lines of the C.P.R. System. In Effect October 1st, 1906.

ARTICLE 1.—A.—Men who have served an apprenticeship, or had four years varied experience, and are competent to operate lathes, planing, slotting milling, shaping and tyre boring machines or other machine tools requiring skilled operation, and are capable of repairing and assembling various parts of locomotives, or any kind of machinery whatsoever, shall be designated as machinists or fitters.

B.—Boys serving an apprenticeship to learn the trade of machinist are designated as machinists' apprentices.

C.—Men, who while paid by the hour, permanently direct, and are responsible for the work of others are designated as leading hands.

D.—Men skilled in the operation of one machine, or in performing one line of work only, as specified below, and those assisting machinists and fitters in the performance of their work shall be designated as specialists and helpers respectively.

Occupation.	Angus Shop.	Outside Ang.
Tool grinder	Specialist.	Specialist.
Tool grinder	Specialist	Specialist.
Car wheel borer	"	"
Car axle turner	"	"
Radial drill (gen. work)	"	"
" " (skilled work)	"	Machinist.
Other drills	"	Specialist.
Stud, bolt and turret lathes on standard gauge work	"	Machinists
Bolt screwing machine	"	Specialist.
Wheel press men and tyre setters	"	"
Stripping	Machinist in charge	Machinist.
Grate bars	Specialist.	Specialist.
Guide bar grinder	Specialist.	Specialist.
Coach wheel turning on special machines	"	Machinist.
Brass buffers and polishers	"	Specialists.
Brass tappers and fillers	"	"
Engine truck work	Machinsit in charge.	Machinist.
Tar trimming fillers	Specialist.	Specialist.

E.—Work not specified in Article 1, Section D, which should, in the judgment of the Master Mechanic or Shop Superintendent, be done by specialists, will be performed by them subject to a final determination of its proper classification as outlined in Sections A and D.

Article 2.—A.—Shop hours for day work are as follows, for all shops and round-houses except Angus.

Excepting Saturdays and Sundays, 7 a. m. to 6 p. m., with one hour for dinner. Saturdays from October 1st to April 1st, 7 a. m. to 5 p. m. with one hour for dinner.

Saturdays from April 1st to October 1st, 7 a. m. to noon.

Shop hours for day work as follows, at Angus:

Excepting Saturdays and Sundays, 7 a. m. to 5:30 p. m., with one half hour for dinner.

Saturdays from October 1st to April 1st 7 a. m. to 3:30 p. m., with one half hour for dinner.

Saturdays from April 1st to October 1st, 7 a. m. to noon.

B.—Shop hours for night work are as follows:—

At Angus, McAdam, Carleton, Toronto, and North Bay Shops as agreed locally. At all round-houses between 7 p. m. on Monday and 6 a. m. on Sunday, the hours are 7 p. m. to 6 a. m.

C.—Shops and round-houses will be closed from 6 a. m. on Sundays, and on the following Dominion public holidays, to 6 a. m. on the day following:—

New Year's Day, Good Friday, Victoria Day, Dominion Day, Labor Day, Thanksgiving Day, and Christmas Day.

D.—At Angus Shops, when working hours are shortened for the whole or portion of the shop, such shortened hours shall constitute shop hours for that part or entire shop. Other shops may be closed or working hours shortened as deemed advisable by the Company without affecting the shop hours as defined above.

Article 3.—A.—Overtime at the rate of time and one half will be paid for all time worked in shops and round-houses, outside of shop hours.

B.—Men called out to work after shop hours shall receive in all not less than five hours straight time.

C.—Men called for wrecks will be paid

straight time while travelling, (except between midnight and midnight on Sundays and Holidays specified in Section C, Article 11, when time and one half will be paid), and time and one half while working at wrecks or in charge of wrecked engines. No time will be allowed while laid up for rest.

D.—Men sent from their regular place of employment to work temporarily, shall receive straight time from the time called for, and while travelling, and their necessary expenses will be refunded provided receipts are attached to expense vouchers.

Article 4.—A.—Before any general reduction in permanent force is made in McAdam, Carleton, Toronto Junction, and North Bay Shops, working hours will be reduced to at least eight hours per day, five days per week, if further reduction is necessary, men having others depending upon them for support shall be given preference of employment, seniority and efficency governing.

B.—When working hours have been shortened, force will not be increased until full working hours are restored.

C.—Men who are discharged or resign shall be given certificates as quickly as possible, stating term of service, capacity in which employed, and if discharged, the reason.

D.—Men leaving the service shall receive their wages in full within two working days.

E.—Men shall not be employed as improvers, and helpers shall not be advanced to the detriment of Machinists or Apprentices in the service.

F.—Not less than two Machinists will accompany wrecking crews when called to disconnect or replace on track engines reported damaged.

Article 5.—A.—Men who feel they have been unfairly dealt with, may appeal from their foreman to the Master Mechanic or head of department.

B.—No man will be dismissed for past record after thirty days satisfactory services.

C.—A man discharged or suspended except as per Article V. Section B, on application within five days to his foreman or Master Mechanic shall be given a fair trial within ten days and if it is then found that such man has been unjustly discharged or suspended he shall be reinstated and paid for lost time.

D.—Leave of absence and free transportation to points on the Eastern Lines will be granted to members of Committees of Machinists properly constituted for the adjustment of matters in dispute with the Company after receipt of written application to proper officer.

E.—Men will be subject to the general rules of the Company in regard to leave of absence, and free or reduced transportation.

Article 6.—A.—Apprentices when engaged must be between the ages of 15 and 18 years, must be able to read and write English, and know the first four rules of Arithmetic.

B.—Apprentices will serve 5 years.

C.—The number of Apprentices to the Machinist trade will be one for the shop, and one for every five Machinists employed therein.

D.—Apprentices who have served twelve months or less, showing no aptitude to acquire the trade may be dismissed or transferred.

Article 7.—A.—The minimum rates of pay for Machinists, per hour will be as follows:—

Angus Shops	26	cents
Atlantic Division	27	"
Ontario Division	27	"
Eastern Division	27	"
Lake Superior Div., North Bay to Soo	28	"
Lake Superior Div., Cartier and West	32	"

B.—The rates of pay for Apprentices will be as follows:—

First Year	7	cents
Second Year	9	"
Third Year	10	"
Fourth Year	12	"
Fifth Year	17	"

C.—Leading hands shall receive not less than three cents above the minimum rate paid the Machinists.

D.—The minimum rate to pay for

Specialists of 19 years of age and over will be as follows:

Drills, single spindle	17	cents
" multiple	18	"
" radical	18	"
" air motor	19	"
Turret lathes	19	"
Grinders, tool	18	"
" general	20	"
" guide	17	"
Wheel press	18	"
Car axle lathes	20	"
Car wheel borer	18	"
Car wheel lathes	20	"
Bolt threader and nut tapper	15	"
Strippers	18	"
Grate bar fitter	19	"
Engine truck fitter	19	"
Tyre setters	18	"
Brass filers	18	"
" polishers	20	"
Car trimming filer	18	"

At North Bay and points West, thereof, these rates will be increased one cent per hour.

The above rules and rates will not be changed unless on thirty days' notice.

(Signed)

For the Company,

H. H. VAUGHAN,
Asst. to 1st Vice-President Can. Pac. Ry. Company.

For the Machinists,

P. KENNEDY,
General Chairman,
JAS. H. MATHERS,
Act. Vice-Chairman.

INTERPRETATIONS OF AN AGREEMENT IN CONNECTION WITH THE FOREGOING SCHEDULE FOR EASTERN LINES.

All specialists are to receive an increase of 1½ cents per hour, whose present rate is 17 cents or under, and two cents per hour if their present is 18 cents or over. In the case of Specialists: if the rate of any man has been changed during the last six months, (other than by change in occupation) his raise will be based on his former rate, and will not apply unless in excess of the amount of the increase.

Rates of pay of all machinists will be increased 2½ cents per hour where not affected to that extent by the increased minimum.

The classification between Machinists and Specialists work, is not to affect Specialists who are now employed on work which is to be done in future by Machinists, providing the Company considers them competent to earn the Machinists' Rate.

Under Article 3, Section D, it is understood by local arrangement, an allowance of ½ an hour or hours as the case may be, shall be made to men sent to Toronto, St. John, Outremont, Glen and other round-houses, from Toronto or Angus Shops for temporary periods.

It is understood that permanent force in Article 4, Section A, refers to men who have been engaged in the Company's service for over six months.

It is understood that in Article 3, Section F, the insertion of this clause does not entitle any man to refuse to accompany wrecking crews, or perform the duties that may be assigned to him at wrecks, neither does it apply to points where less than four Machinists are employed.

In Article 5, Section B, it is understood that the insertion of this clause does not in any way, debar the Company from discharging a man whose application papers have not been approved at the end of thirty days.

It is agreed that so far as possible shops and round-houses will be kept warm and comfortable to work in and parts of engines requiring repairs will be cleaned on request, and a definite date shall be set at each point, on which the men will be paid.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING NOVEMBER, 1906.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals, Canada, and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

CONSTRUCTION of a breakwater at Port Arthur, Ont.; name of contractor, M. J. Hogan; date of contract, November 5, 1906; amount of contract, $363,000.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, not less than:
Contractor's foreman carpenter	$ 4.00 per day, 10 hrs. p.
Contractor's foreman mixing concrete	3.50 " 10 "
Contractor's foreman laying concrete	3.50 " 10 "
Contractor's foreman stonecutter	3.50 " 10 "
Carpenters	3.50 " 10 "
Timekeepers	60.00 p. month
Dredge engineer	130.00 "
Dredge 2nd engineer	100.00 "
Dredge fireman	60.00 "
Dredge craneman	80.00 "
Dredge deckhands	50.00 "
Dredge cook	60.00 "
Tug captain	100.00 "
" engineer	80.00 "
" 2nd engineer	50.00 "
" fireman	40.00 "
" sailors	50.00 "
" cook	60.00 "
Scowmen	50.00 "
Divers	10.00 p. day 8hrs. p. day
" helpers	2.50 " 8 "
Steam derrick engineer	80.00 p. month
" fireman	40.00 "
Ordinary labourers	2.25 p. day 10 hrs. p. day
Driver with 2 horses & wag.	4.50 " 10 "

Construction of pile and concrete revetment wall at Owen Sound, Ont.; names of contractors, Green & Mackinnon, Owen Sound, Ont.; date of contract, November 20, 1906; amount of contract, $11,355.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, not less than:
Foreman of concrete	$4.50 p. day 10 hrs. p. day
Concrete workers	.22½ p. hr. 10 "
Stonecutters	.40 " 8 "
Stone masons	.40 " 9 "
Blacksmiths	.20 " 10 "
" helpers	.17½ " 10 "
Carpenters	.27½ " 10 "
Ordinary labourers	.22½ " 10 "
Driver, 1 horse & cart	.35 " 10 "
" 2 horses and wagon	.40 " 10 "

Construction of building for disinfection at Quarantine Station, Grosse Ile, Que.; name of contractor, Achille Dugal, Quebec, Que.; date of contract, November 20, 1906; amount of contract, $4,689.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, not less than:
Bricklayers	$3.00
Masons	2.50
Carpenters	1.75
Painters and glaziers	1.75
Plasterers	2.25
Plumbers and steamfitters	2.00
Sheet metal workers	2.00
Electricians	1.75
Builders' labourers	1.40
Common labourers	1.25
Driver, 1 horse and cart	2.00
" 2 horses and wagon	3.00
Stonecutters	3.00

Construction of wharf at Les Escoumains, Que., name of contractor, Thos. P. Charlebois, Ottawa, Ont.; date of contract, November 23, 1906; amount of contract, $12,445.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, not less than:
Contractor's foreman carpenter	$2.50
Carpenters	1.75
Blacksmiths	2.00
" helpers	1.25
Ordinary labourers	1.25
Drivers, 1 horse and cart	2.00
" 2 horses and wagon	3.00

Department of Railways and Canals.

Erection of a shelter and lunch house at Sault Ste. Marie, Ont., Sault Ste. Marie Canal, date of contract, November 5, 1906, amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 9 hours, not less than:
Carpenters	$2.50 per day
Labourers	.19½ per hour
Stonecutters	.50 "
Masons	.45 "
Driver, 1 horse and cart	2.75 per day of 9 hrs.
" 2 horses and wagon	4.00 "

Raising of wharf at Pictou Landing, N. S., Intercolonial Railway; date of contract, November 5, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, not less than:
Carpenters	$1.75
Pile drivers	1.35
Blacksmiths	1.75
Engineer on pile driver	2.00
Ordinary labourers	1.25
Wharf carpenters	1.50

Erection of crib work rest piers for swing, span of Hillsborough Bridge, P. E. I., Prince Edward Island Railway; date of contract, November 9, 1906, amount of contract, $17,274.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, not less than:
Carpenters	$1.50
Blacksmiths	1.50
Labourers	1.25

Erection of brick car shop at Charlottetown, P. E. I., Prince Edward Island Railway; date of contract, November 12, 1906, amount of contract, $35,890.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, not less than:
Concrete mixers	$1.50
Masons	2.25
Labourers	1.25
Painters and glaziers	1.50
Roofers	1.50
Timekeepers	1.50
Stonecutters	2.50
Bricklayers	2.50
Carpenters	1.50
Blacksmiths	1.50
Plumbers and steamfitters	2.00 (9 hr. day)
Sheet metal workers	1.75 10 "
Driver, 1 horse and cart	2.00
" 2 horses and wagon	3.00

Grading and finishing of surface on north side of lock No. 2, Lachine Canal; date of contract, November 14, 1906; amount of contract, schedule rates:

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, not less than:
Builders' labourers	$0.20 per hr. 9 hrs. p. day
Ordinary labourers	1.50 per day 10 "
Masons	.35 per hr. 9 "
Blacksmiths	2.25 per day 10 "
Carpenters	2.25 " 9 "
Roofers	.25 per hr. 9 "
Plumbers and steamfitters	.25 " 9 "
Machinists	2.25 per day 9 "
Stationary engine engineer	2.50 " 10 "
" fireman	1.50 " 10 "
Steam derrick engineer	2.50 " 10 "
Tug captain	50.00 per month and board
" engineer	65.00 " "
" fireman	28.00 " "
" deckhands	21.00 " "
Driver, 1 horse and cart	2.50 per day 10 hrs. p. day
" 2 horses and wagon	4.00 " 10 "
Painters	2.00 " 9 "

Rebuilding of retaining walls at Iroquois, Ont., Galops Canal; date of contract, November 20, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, not less than:
Labourers	$1.35
Masons	3.00
Hoist runners	2.00
Carpenters	1.75
Stonecutters	3.00
Stationary-engine engineer	2.00
Driver, 1 horse and cart	2.00
" 2 horses and wagon	3.00

Erection of three cottages at Coteau du Lac, Que., Soulanges Canal; date of contract, November 22, 1906; amount of contract, $6,675.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rates of Wages, not less than:
Stonecutters	$0.37½ and 40 cents p. hr.(*)
Bricklayers	.45 per hour
Masons	.35 "
Carpenters	.25 "
Plasterers	.33⅓ "
Roofers	.25 "
Plumbers	.25 "
Painters	2.00 per day of 9 hours
Builders' labourers	1.75 " 9 "
Ordinary labourers	1.50 " 9 "
Driver, 1 horse and cart	2.00 " 9 "
" 2 horses and wagon	3.00 " 9 "

Department of Marine and Fisheries.

Construction of a wooden lighthouse tower at Grande Dique, Lennox Passage, Richmond County, Nova Scotia; date of contract, September 5, 1906; amount of contract, $452.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, not less than:
Carpenters	$1.75
Painters	1.75
Masons	2.50
Blacksmiths	2.00
Labourers	1.25

Construction of a wooden lighthouse with outbuildings on the North West point of Harbour Island, Guysborough County, Nova Scotia; date of contract, October 18, 1906; amount of contract, $1,595.

(*) According to quality of work.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, not less than:
Carpenters	$1.75
Painters	1.75
Masons	2.50
Bricklayers	3.00
Labourers	1.25

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions.

Nature of order.	Amount of order.
	$ cts.
Making metal, dating stamps and type and making other hand stamps and brass crown seals	311.57
Making and repairing rubber dating stamps and type, also other stamps	45.10
Supplying stamping material and wooden boxes and repairing stamping pads	856.47
Making and repairing post office scales	250.75
Supplying mail bags	2,229.70
Repairing mail bags	1,186.85
Making and repairing mail locks and supplying mail bag fittings	88.40
Supplying railway mail clerks tin travelling boxes and repairing portable letter boxes, railway mail clerks tin travelling boxes and parcel receptacles	118.85
Making and repairing miscellaneous articles of postal stores	4.00
Making up and supplying articles of official uniform	2,026.15

IMMIGRATION AND COLONIZATION.

THE following official statements with regard to recent immigrant arrivals in Canada are published by courtesy of the Department of the Interior, Canada.

Recent Immigration Returns.

Immigration through ocean ports during September, 1906, declared for Canada, was as follows:—

IMMIGRATION BY OCEAN PORTS DURING SEPTEMBER, 1906.

	Male	Female.	Children under 12.	Total.
Immigrants	5,014	2,925	2,344	10,283
Returned Canadians	819	592	164	1,575
Tourists	232	106	21	359
Totals	6,065	3,623	2,529	12,217

A summary of immigration proper through ocean ports, declared for Canada, during the first three months of the fiscal years 1905-06 and 1904-05 is as follows:-

IMMIGRATION BY OCEAN PORTS DURING JULY-SEPTEMBER.

	Male	Female.	Children under 12.	Total.
July, 1906	6,883	3,256	3,068	13,207
August, 1906	7,180	2,924	2,759	12,863
September, 1906	5,014	2,925	2,344	10,283
Totals	19,077	9,105	8,171	36,353
Corresponding months of 1905:				24,321
Increase for 1906				12,032

The following is a statement of the immigration from the United States during July, August and September, 1906, as compared with the corresponding months of 1905:—

IMMIGRATION FROM THE UNITED STATES DURING JULY-SEPTEMBER, 1906, 1905.

Through Montreal, July, August, September, 1906	206
Through Winnipeg and outports, July, August and September, 1906	10,738
Customs entries July to Sept.	2,096
Total, 1906	13,040
Corresponding months of 1905	8,608
Increase for 1906	4,432

The following is a statement of the total immigration to Canada from July to September, 1906, compared with the same period in 1905.

TOTAL IMMIGRATION TO CANADA, JULY TO SEPTEMBER, 1906, 1905.

	1906	1905
Through ocean ports	36,353	24,321
From the United States	13,040	8,608
Totals	49,393	32,929
Increase for 1906	16,464	

Percentage of increase for 1906 ..... 50%
" " " through ocean ports 49%
" " " from the United States 51%

British Immigration Returns.

During the months ending October 31, 1906, and October 31, 1905, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

Nationality.	1906	1905
English	5,088	3,687
Scotch	1,492	952
Irish	350	182
Total of British Origin	6,930	4,821
Foreign	2,776	1,666
Total	9,706	6,487

For the ten months ending October 31, 1906 and October 31, 1905, the report was as follows:

EMIGRATION FROM GREAT BRITAIN FOR THE TEN MONTHS ENDING OCTOBER 31, 1906-1905.

Nationality.	1906	1905
English	84,021	61,709
Scotch	21,031	13,740
Irish	4,128	3,180
Total of British origin	109,180	78,629
Foreign	23,592	23,028
Nationalities not distinguished	21	36
Total	132,793	101,693

Homestead Entries during October, 1906.

The following statement, published by courtesy of the Department of the Interior, Canada, shows the number of homesteads entries made in October 1906, compared with October, 1905:—

STATEMENT SEOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF OCTOBER 1906 AS COMPARED WITH OCTOBER 1905.

Agency,	1906.	1905.	Increased.	Decrease
Alameda	180	176	4	.....
Battleford	547	436	111	.....
Brandon	5	17	.....	12
Calgary	147	174	.....	27
Dauphin	64	50	14	.....
Edmonton	382	242	140	.....
Kamploops	4	6	.....	2
Lethbridge	242	111	131	.....
Minnedosa	.....	15	.....	15
New Westminst'r	1	1	.....	.....
Prince Albert	172	112	60	.....
Regina	1'039	882	157	.....
Red Dear	268	221	47	.....
Winnipeg	103	70	33	.....
Yorkton	235	258	.....	23
Total	3'389	2,771	697	79

It will be seen that there has been a net increase in the number of homestead entries made in October, 1906, compared with October, 1905 of 618.

A statement of the homestead entries made during the first four months of the present, compared with the corresponding period of the last fiscal year, is as follows.

STATEMENT OF HOMESTEAD ENTRIES DURING JULY-OCTOBER, 1906 AND 1905.

Month.	1906	1905	Increase
July	4,174	3,751	423
August	3,388	3.040	348
September	2,595	2,406	189
October	3,389	2,771	618
Total	13,545	11,968	1,578

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, issued during the month of October, 1906, is as follows:—

STATEMENT SHOWING NATIONALITIES OF HOMESTEADERS DURING OCTOBER.

Nationalities.	No. of Entries.
Canadians from Ontario	610
" " Quebec	61
" " Nova Scotia	25
" " New Brunswick	22
" " Prince Edward Island	15
" " Manitoba	84
" " Saskatchewan	73
" " Alberta	56
" " British Columbia	9
Persons who had previous entry	317
Newfoundlanders	.....
Canadians returned from the United States	96
Americans	983
English	441
Scotch	139
Irish	34
French	25
Belgians	13
Swiss	4
Italians	.....
Roumanians	.....
Syrians	.....
Germans	56
Austro-Hungarians	147
Hollanders	2
Danes (other than Icelanders)	11
Icelanders	3
Swedes	60
Norwegians	52
Russians (other than Mennonites and Doukhobors)	44
Mennonites	.....
Doukhobors	7
Chinese	.....
Japanese	.....
Persians	.....
Australians	.....
New Zealanders	.....
.....	.....
.....	.....
.....	.....
.....	.....
Total	3,389

Representing 8,124 souls.

Of a total of 1079 entries made in October by persons coming from the United States to Canada, there were 279 from North Dakota, 181 from Minnesota, 98 from Iowa, 62 from Michigan, 59 from Illinois, 55 from Wisconsin, 50 from the State of Washington, 45 from South Dakota, 28 from Montana, 26 from Ohio, 22 each from Missouri and Nebraska, 21 from Oregon and 20 from Idaho.

Lands Patented during October, 1906.

An abstract of letters patent, covering Dominion lands, situated in Manitoba,

Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued by the Department of the Interior during the month of October, 1906, is as follows:—

Nature of Grants.	No. of Patents.	No. of Acres.
British Columbia Homesteads	.....	.....
British Columbia Sales	5	1,255.00
Commutation Grants	1	158.25
Homesteads	827	131,818.39
Mineral Rights (80 acres)	1	.....
Mining Lands Sales	.....	.....
North-West Half-breed grants	55	12,450.30
Railways;		
Calgary and Edmonton Ry. (under rights)	.....	.....
Canadian Northern Ry. Co.	10	592.68
Can. Pac. Ry. Grants	2	480.00
Can. Pac. Ry. roadbed and station grounds	.....	.....
Man. South-western Col. Ry. Co.	.....	.....
Qu'Appelle Long Lake & Sask. Rd. & Steamboat Co.	.....	.....
Sales	39	3,461.63
School Lands Sales	5	1,286.11
Special grants	25	71.92
Yukon Territory Sales	.....	.....
Totals	970	151,574.28

In October, 1905, the number of patents issued was 1,001, covering an area of 141,205.47 acres, showing a decrease in the number of patents during October, 1906, of 31 in the number of patents, but an increase of 10,368.81 acres in the area patented.

Land Sales of the North-West Land Company, Limited.

LAND SALES OF THE CANADA NORTH WEST LAND COMPANY DURING OCTOBER, 1906-05.

	Acres.	Price obtained.
October, 1906	2,878.30	$32,139.60
" 1905	13,257.04	91,627.88
Decrease, 1906	10,378.74	59,488.28
From Jan. 1 to Oct. 31, 1906	57,391.73	560,749.53
" " ...1905	117,589.13	781,679.77
Decrease, 1906	60,197.40	220,930.24

Note.

Under instructions from the Ontario Department of Agriculture, visits were made by agents of the Department to a number of immigrants who have been given work on Ontario farms, through the Immigration Bureau of the Government, with the object of obtaining statements from them as to their impressions of Canada and whether they are satisfied with conditions. The reports received in this connection were uniformly of a favourable character.

TRADE DISPUTES DURING THE MONTH OF NOVEMBER.

There was an increase in the number of trade disputes in Canada during November compared with the previous month, but a decrease in the number of working days lost. A number of the new disputes were of short duration or of small importance.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of disputes reported to have been in existence in Canada during November was 19 as against 12, in October, 1906, and 8, in November, 1905. About 16 establishments and 1,937 employees were directly affected; and 1,340 employees indirectly affected by new disputes during the month. Including the disputes which were in existence prior to the beginning of the month, there were in all 30 establishments and 6,085 employees directly or indirectly affected during the month.

Loss of time in working days.—The loss of time in working days to employees through trade disputes during November was approximately 78,655 working days, compared with 87,920 in October and 12,750 in November, 1905.

Trades affected by new disputes.—The following trades were affected by the new disputes of the month:—

Trades.	Number of Disputes.
Mining	3
Metal trades	4
Woodworking trades	1
Clothing trades	1
Transport	2
Unskilled labour	1
Total	12

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces:—

Provinces.	Number of Disputes.
Nova Scotia	2
New Brunswick	1
Ontario	5
British Columbia	4
Total	12

Causes of disputes.—The following were the causes of the new disputes:—

Cause.	Number of Disputes.
For higher wages	3
For higher wages and shorter hours	1
Employment of non-unionists	3
Against reduction in wages	1
Recognition of union	2
Sympathatic	2
Total	12

Methods of settlement.—Of the 19 disputes in existence during November, 8 were terminated, leaving 8 unsettled at the end of the month. Six disputes were settled by negotiations between the parties concerned, and in 2 the disputes were terminated without negotiations.

Results of disputes.—Of the 8 disputes terminated during November, the employers were successful in 3 cases and the employees wholly successful in 3 and partially successful in 1. The result of the remaining dispute was pending at the close of the month.

Disputes Commenced Prior to the Beginning of the Month.

The more important disputes which commenced prior to the beginning of November 1 and which were still in existence in that month, were strikes of coal miners at Lethbridge, Alta., and Fernie and Michel, B. C., piano workers at Toronto, trunk workers at Montreal, Que., and rubber workers at Toronto, Ont.

Strike of Coal Miners at Lethbridge, Alta.*

The strike of coal miners at Lethbridge, Alta., which began on March 9, continued throughout the month. On November 17, the Deputy Minister of Labour proceeded to Lethbridge to lend the friendly offices of the Department of Labour towards effecting an adjustment of the difficulties. His intervention was accepted by both parties. Negotiations were still in progress on the last day of the month.*

Strike of Coal Miners at Fernie, B.C.

The strike of employees of the Crow's Nest Pass Coal Company at Fernie and Michel, B. C., which began on September 22, was terminated on November 13, though some of the employees affected did not return to work for some days later. The cause of the dispute was the refusal of the men to work with non-unionists. At the close of October, Mr. T. Burke, a representative of the International Executive of the United Mine Workers of America arrived at Fernie as the representative of Mr. Mitchell, the president of that organization, and negotiations for the settlement of the dispute were at once opened. On November 12, the following memorandum of agreement setting forth the relative position of the parties in the matter was signed by Mr. Burke and the General Manager of the Company.

I, Thomas Burke, acting for President Mitchell and sent to Fernie by him to settle the strike, find that the Crow's Nest Pass Coal Company was promised by the Conference Committee, which framed and signed the agreement May 23, 1905:

*For a detailed account of the settlement of this strike. (See special article in this issue of *The Gazette*.

(a) That there should be no refusal to work with non-union men.

(b) That the issue of the closed shop would not be raised.

(c) That President Mitchell would not permit a strike for any such purposes.

(d) That it was relying on the faith of these promises that the discrimination clause in the previous agreement was omitted from the agreement of the 23d of May, 1905.

I further say that President Mitchell, had he been advised of the aforesaid promises, would not have ordered a strike nor sent his telegram dated, September 11, 1906.

It is therefore agreed between myself and Mr. Lindsay acting for the Crow's Nest Pass Coal Company.

1. That there shall be no discrimination by union men against non-union men or refusal to work with them.

2. That all men who joined the United Mine Workers of America since September 11, 1906, and signed to deduct dues under Article 5 on or after that date, are released from the said organization and their signatures to such orders shall be and are cancelled, and they may re-join or re-sign at their option.

3. That the monies collected for the union by the Company for dues collected in October from the September pay-roll shall be paid over to the union.

4. That in as much as the present check-off order does not last for the life of the agreement, a new check-off order is to be prepared and substituted for it which will last for the life of the agreement and this when signed the Company will accept.

5. All men are to go back to work.

Dated, FERNIE, November 12, 1906.

Witness, R. W. Coulthard.

(Signed) G. G. S. Lindsay,
Thomas Burke.

On the day following the signing of this agreement most of the employees affected returned to work. Exception was taken on the part of some to Mr. Burke's authority to settle on behalf of President Mitchell and pending a further reference to President Mitchell, they refrained from returning to work. On November 19, the following telegram was received by the President of the Fernie Local Union and General Manager of the Crow's Nest Pass Coal Company:

"Minneapolis, Nov. 18,—Agreement made by Burke recognized by the International Union, and men will return to work.

(Signed) John Mitchell."

On the receipt of this telegram, Mr. Burke's authority was admitted by all and the strike conceded as being at an end.

Strike of Piano Workers at Toronto, Ont.

The strike of piano workers at Toronto which began on September 1, continued throughout the month. Eight firms and 600 men were originally affected. During September, October and November many of the strikers were reported to have obtained other employment.

Strike of Trunk Workers at Montreal, Que.

A strike of 24 trunk workers of the McLeod Hawthorne Company of Montreal, Que., commenced on October 25, continued throughout the month without any settlement. The cause of the dispute was the refusal of the Company to discharge a man who was in arrears for his dues to the union. The situation remained unchanged except that the Company claimed that a few of the strikers were re-instated on application.

Strike of Rubber Workers at Toronto, Ont.

A strike of 34 employees of the Dunlop Tire and Rubber Goods Company, Ltd., which began on October 23, was terminated on November 1. The Company stated that the strikers objected to too close inspection of their work by an expert whom they designated as an alien, but who claims to be a Canadian. The men, on the other hand, claimed that the cause of the dispute was the employment of a foreman, who was an alien and who had introduced regulations objectionable to the men. On November 1, the men returned to work under old conditions. Several of the strikers had secured employment elsewhere.

TABLE OF TRADE DISPUTES DURING

Occupation.	Locality.	Alleged Cause or Object.
DISPUTES WHICH COMMENCED PRIOR TO THE		
Mining:		
Coal miners	Lethbridge, Alta.	Demand for increase in wages and other changes
Coal miners	Fernie and Michel, B. C.	Refusal of members of Union to work with non-union men.
Metal Trades:—		
Iron moulders	Hamilton, Ont.	Demand for increase in wages and union shop
Woodworking Trades:—		
Piano workers	Toronto, Ont.	Demand for increase in wages, closed shop, regulation of apprenticeship and abolition of contract system
Food and Tobacco Preparation:—		
Cigar makers	Winnipeg, Man	Disagreement regarding bill of prices
Leather Trades:—		
Trunk workers	Montreal, Que.	Refusal of Company to discharge man in arrears for union dues.
Miscellaneous Trades:—		
Rubber workers	Toronto, Ont.	Objection to new foreman.
DISPUTES WHICH BEGAN		
Mining:—		
Coal miners	Westville, N. S.	Refusal to work with non-union men
Coal miners	Springhill, N. S.	Refusal of Company to re-instate employee in particular position
Smelter employees	Greenwood, B. C.	Demand for minimum wage of $3.00
Metal Trades:—		
Brass moulders	London, Ont.	Employment of non-union man
Boiler makers	Victoria, B. C.	Demand for eight-hour day with current nine-hour scale.
Metal polishers	Toronto, Ont.	Demand for increase in wages
Shipwrights	Victoria, B.C.	
Ship labourers	"	
Woodworking Trades:—		
Carriage and wagon makers	Toronto, Ont.	Refusal to work with non-union man
Clothing Trades:—		
Garment workers	Toronto, Ont.	Refusal of Company to maintain closed shop
Transport:		
Street railway employees	Hamilton, Ont.	Alleged failure of Company to comply with conditions of an award regulating rates of wages of its employees
Longshoremen	St. John, N. B.	Recognition of union.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of returned to work or have had their places filled with new hands, or where establishments affected have found that for in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned;

*See special article in this issue of Gazette on "Settlement of Lethbridge Strike, under Conciliation Act."

THE MONTH OF NOVEMBER.*

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES C, No 71.

No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	RESULT.
		Directly.		Indirectly.				
Directly.	Indirectly.	Males.	Females.	Males.	Females.			
BEGINNING OF THE MONTH.								
1	.....	500	.... ..	.....	.....	Mar. 9 .	.....	No settlement reported at end of month.*
1	.....	1,500	.....	100	.....	Sept. 22.	Nov. 13.	Members of union to return to work on conditions existing prior to strike, company's position admitted correct.
1	.....	43	.....	.....	.....	Aug. 29.	.....	....
8	.....	600	.....	.....	.....	Sept. 1..	.....	No settlement reported at end of month, employees claim to be no longer affected.
1	.....	10	.... ..	.....	.....	Sept. 20.	.....	No settlement reported at end of month.
1	.....	24	.....	.....	.....	Oct. 25.	.....	No settlement reported at end of month.
1	.....	31	.....	.....	....	Oct. 23.	.....	Men returned to work, no change reported.
DURING THE MONTH.								
1	.....	550	.....	200	.....	Nov. 6..	Nov. 8..	Non-union men joined the union.
1	.....	600	.....	900	.....	Nov. 20.	.....	No settlem. reported at end of month.
1	.....	150	.....	200	.....	Nov. 21.	Nov. 29.	Minimum wage conceded.
1	.....	40	.....	.....	.....	Nov. 13.	Nov. 14.	Non-union man removed.
3	.....	34	.....	40	.....	Nov. 19.	.....	No settlem, reported at end of month.
3	.....	40	.....	.....	.....	Nov. 24.	.....	No settlem. reported at end of month.
1	.....	40	.....	.....	....	Nov. 28.	.....	No settlem.reported at end of month.
1	.....	34	.....	.....	....	Nov. 27.	.....	No settlem. reported at end of month.
1	.....	15	.....	. ....	.....	Nov. 24.	Nov. 30.	Places of strikers reported as filled.
1	.....	200	.....	.....	.....	Nov. 20.	.....	No settlem. reported at end of month.
1	.....	180	.....	.....	.....	Nov. 4..	Nov. 30.	Men returned to work, pending decision of Ontario Railway and Municipal Board.
1	.....	64	.....	.....	.....	Nov. 22.	Nov. 23.	Men returned to work, immediate recognition not granted.

existing trade disputes, particularly in cases where, after the declaration of a strike, some of the original strikers have either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an mention, moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

Strike of Express Agents in Maritime Provinces and Quebec.

The strike of 177 agents of the Canadian Express Company along the line of the Intercolonial Railway, which began on April 14, was terminated on November 28. The cause of this dispute was the refusal of the Company to grant a demand for an increase in salary and other conditions. By the terms of settlement, the men were granted an increase from 10 per cent to 15 per cent on outward business, 2½ to 7½ per cent on through outward business and a minimum salary of $2.00. The Company refused, however, to take back strikers where they had been able to secure outside agents. It was this latter point which caused the agents to hold out since August last.

No settlements were reported of strikes of *iron moulders* at Hamilton, Ont., and *cigar makers* at Winnipeg, Man.

New Disputes.

The new disputes of the month were strikes of miners at Westville, N. S. and Springhill, N. S., smelter employees at Greenwood, B. C., brass moulders at London, Ont., boiler makers at Victoria, B. C., metal polishers, carriage and wagon makers and garment workers at Toronto, Ont., street railway employees at Hamilton, Ont., and longshoremen at St. John. N. B.

Strike of Coal Miners at Westville, N.S.

A strike of miners of the Intercolonial Coal Company took place at Westville, N. S., on November 6. The cause of the dispute was the refusal of the men to work with non-unionists. On November 8, the dispute was terminated when all non-unionists became members of the local lodge. A report received from the Company stated that there were 550 men directly and 200 indirectly affected. The men claimed that there were 850 directly affected.

Strike of Coal Miners at Springhill, N.S.

On November 20, a strike of some 600 coal boys* of The Cumberland Railway and Coal Company took place at Springhill, N. S. The cause of the dispute was the placing of 2 boys in others part of the mine on account of alleged unsatisfactory work, and the refusal of the Company to re-instate them in former positions. The strike of the boys had the effect of stopping other employment in this mine. The Company claimed that no notification of a disagreement was given and that there were about 1,500 in all affected. No settlement was reported at the end of the month.

*All employees underground, other than miners, are designated boys.

Strike of Smelter Employees at Greenwood, B.C.

On November 21, a strike of smelter employees of the British Columbia Copper Company, Ltd., was declared at Greenwood, B. C. The cause of the dispute was the refusal of the Company to grant a demand for a minimum wage of $3.00. On November 29, the demand was granted and the men returned to work on the following day. There were 150 smelter employees directly affected and 200 miners indirectly affected by the dispute.

Strike of Brass Moulders at London, Ont.

On November 13, a strike of brass moulders and core makers was declared at London, Ont., owing to the refusal of the Company to discharge a non-union workman. On the day following the man objected to was removed, and the balance of employees returned to work. There were 40 men and one firm directly affected by this dispute.

Strike of Boilermakers at Victoria, B.C.

On November 19, a strike of boilermakers took place at Victoria and Esquimalt, B. C. The cause of the dispute was the refusal to grant a demand for an eight-hour day with the same rate of wages as at present paid for a nine-hour day, *viz.*, $3.50. There were 3 firms and 34 men directly affected, and 50 workmen indirectly affected by the dispute. No settlement was reported at the close of the month.

Strike of Metal Polishers and Buffers at Toronto, Ont.

On November 24, a strike of metal polishers and buffers took place a Toronto, Ont., in which 3 firms and 40 employees were directly affected. The cause of the dispute was the refusal of the employers to grant a demand for an increase in wages from $2.50 to $2.75 per day. No settlement was reported at the end of the month.

Strike of Ship-wrights and Caulkers Victoria, B. C.

On November 28th., 40 ship-carpenters went on strike. No particulars of the dispute were received at the Department at the close of the month.

Strike of Carriage Workers at Toronto, Ont.

A strike of 15 carriage workers employed by Mr. M. Guy took place at Toronto, on November 24, owing to the refusal of the men to work with a non-unionist. A report received from the employer stated that other men had been secured to take the place of those on strike.

Strike of Garment Workers at Toronto, Ont.

On November 20, a strike of 50 pressers and cutters of the Lowndes Co., Ltd., took place at Toronto, and were immediately joined by other employees, bringing the number affected to about 200. The cause of the dispute was the refusal of the Company to maintain a union shop. It was alleged by the union that until recently the shop was operated on the closed shop principle, but the pressure of work demanded the employment of more men some of whom refused to join the union. It was then that an open shop was delcared and a strike resulted. No settlement was reported at the close of the month.

Strike of Street Railway Employees at Hamilton, Ont.

On November 4, 160 street railway employees went on strike at Hamilton, Ont. In August, the men presented a new schedule embodying increased wages and shorter hours, which the Company refused to recognize. During September arbitration between the parties was argeed upon, and after some difficulty an award was finally given. The Union claimed that the cause of the dispute was the failure of the Company to fulfill the conditions of this award. In a report received from the Company, it was stated that "where the wages per hour had been increased by the arbitrators, the hours of labour had been decreased to such an extent that less money per week was made by the individual than under the old arrangement, and that the real cause of the present dispute was more money".

On November 8, 20 shopmen joined the strikers, making the total number affected 180. During the month, several unsuccessful attempts were made to bring the parties together. On November 24, owing to serious disturbances regular troops from Toronto were brought and the Riot Act was read. The President of the International Union arrived in Hamilton on November 27, and negotiations were again opened. On the following day, both parties agreed to arbitration by the Ontario Railway and Municipal Board and on the 30th of the month, the men returned to work, pending the decision of the Board.

Strike of Longshoremen, at St. John N.B.

On November 22, a strike of 64 longshoremen took place at St. John, N. B., owing to the refusal of the employees to recognize the Longshoremen's Association. Upon the arrival of the first winter steamer, last year's agreement calling for the winter rate of wages and recognition of the Union was presented for signatiure but was refused. The dispute was terminated on November 23 after two conferences between representatives of the Union and Shipping Federation. No agreement to employ members of the Association was signed, but it is understood that preference will be given to such members provided a sufficient number of men are supplied to handle the work.

Strike of Labourers at Victoria, B. C

A strike of ship-labourers was declared at Victoria, B. C., on the 27th. one firm and about 30 men being affected. No particulars of the dispute were received at the Department at the end of the month.

The table published, herewith, is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of June, and which have been reported to the Department.

OPPORTUNITIES OF EMPLOYMENT.

In order that skilled workmen and labourers may be made aware of opportunities of employment and the demand for labour in different parts of the Dominion, the *Labour Gazette* publishes herewith a statement of such opportunities of employment as have been furnished to the Department of Labour by employers, contractors and others. While exercising care and discrimination in the statements which it publishes, it is to be understood that the parties who have supplied the information are alone responsible for the accuracy of it, and that beyond publishing the same for the mutual benefit of employers and employees the Department assumes no responsibility in connection with the publication. The Department will be pleased to receive for publication from persons desirous of obtaining skilled or unskilled labour in connection with any industries or trades of the country, a statement of the nature and extent of their demand. Similarly, the Department will be pleased to receive and publish on behalf of persons out of employment, statements from labour unions or bodies of skilled or unskilled workmen of the nature and extent of the supply of labour available.

Parties desirous of profiting by the information contained in this article are requested to communicate direct with the persons concerned for further particulars, exact terms, etc., the purpose of the Department in publishing the information being solely that of making better known the demand and supply of labour.

Mining.—Mr. J. B. Hobson, Manager of the Caribou Gold Mining Company of Bullion, B. C., in a communication dated November 2, stated that the company would require from 600 to 700 men during the season of 1907, commencing when the snow departed, about April 1, and ending about November 15. The wages paid for ordinary navy labour is $2.00 per day and board, for woodsmen or axemen $2.50 per day and board and for skilled miners $3.00 and upwards according to qualification. During the past season the Company required a similar number of men, white labour preferred, but was able to secure only about 200, of which 150 were Chinese, regarded by the Company as the poorest labour to be had in the province.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of Departments and Bureaus were received at the Department of Labour, Ottawa, during November, 1906.

DOMINION REPORTS.

The Fisheries of Canada.

Thirty-ninth Annual Report of the Department of Marine and Fisheries, Fisheries Branch, for the year ending June 30, 1906. Ottawa, King's Printer, 1906. Pages 382. Price 25 cents.

The total catch of fish in Canada, including fish products, seals, etc., during the season of 1905, was valued at $29,479,562, an increase of $5,963,123, compared with 1904. The principal kinds of commercial fish taken were salmon, to the value of $8,989,942; lobsters, to the value of $3,906,998; cod, to the value of $3,421,400; herring, to the value of $2,303,485, and whitefish, to the value of $1,051,161. Seal skins secured by British Columbia hunters realized $331,152. The exports of fish and fish products amounted to $16,040,000, being an increase of over $5,000,000 compared with the previous season. During 1905-6, the deep sea fishermen of the maritime provinces received the sum of $158,546 as bounties. Of this, the owners of 922 fishing vessels and their crews received $71,502; the remainder, $87,044, was distributed among 20,501 boat fishermen. The number of persons engaged in the fisheries, exclusive of those employed in the lobster packing industry, was placed at 82,870. There were 723 lobster canneries in operation, Nova Scotia having the greatest number, and the industry gave employment to over 14,000 persons.

There were 46 small shore fishermen's bait freezers operated, with a number in contemplation. The two large bait cold storage plants at Canso and Halifax, N.S., the establishment of which was aided by the government, reported a very successful season. At the former place, 271,823 pounds of frozen bait

were sold to Canadian and United States fishing vessels, and at the latter establishment, 264,000 pounds of frozen herring bait were disposed of from January 1 to April 25, 1906. The dogfish reduction works were operated to their fullest capacity during the fishing season and the experiment is expected to prove in time a means of profitably fighting the pest.

The operations of the staff of Scotch herring curers at the Bay des Chaleurs are described in some detail. The demonstrations were very successful in every way and much interest was shown by those connected with the herring industry.

On July 22, 1905, a Royal Commission, known as the British Columbia Fisheries Commission, was appointed, with power to hold conferences with the authorities of the State of Washington, with a view to arriving at some understanding with regard to the fisheries. They were instructed to visit the centres of the salmon industries and principal fishing localities on both sides of the International line. There were also instructed to take evidence at public sittings and to make such recommendations in a report as would enable the Minister of Marine and Fisheries to submit to the government for sanction regulations which will best preserve, protect and develop the fishing industries of British Columbia. At the preliminary executive sitting held at Victoria in September, 1905, two committees to investigate special phases of the question were appointed. In November, the Canadian Commission met that appointed by the State of Washington and various subjects were discussed. This meeting was adjourned to some future date; at which statistical and other information could be shown by both commissions. Public sittings were held at which 112 witnesses were heard. Later the two Commissions met again and made a tour of the fisheries in both countries.

Insurance Statistics of Canada.

Report of the Superintendent of Insurance of the Dominion of Canada for the year ended December 31, 1905. Ottawa, King's Printer, 1906. Pages 842. Price 35 cents.

The report of the Superintendent of Insurance shows that 40 fire insurance companies transacted business in Canada during 1905, an increase of 2 compared with the previous year. Of this number, 13 were Canadian, 17 British and 10 American. The total premiums paid were $14,285,671, an increase of $1,115,789 over 1904, and the amount paid for losses was $6,000,519, a decrease of $8,099,015 compared with the previous year. The gross amount of policies, new or renewed, taken during the year was $1,140,095,372, being $137,790,267 greater than the amount taken in 1904. The premiums charged amounted to $18,262,037.09, showing a rate of 1.602 compared with 1.597 in 1904. The loss rate was 42 per cent or 65.06 per cent less than in the previous year and 25.78 per cent less than the average loss rate for the past 37 years.

Inland marine insurance was carried on by 6 companies and ocean marine business by 2. The premiums received amounted to $1,602,508 for the former and $733,189 for the latter. The losses incurred were $642,626 in the first case and $606,010 in the second and the losses paid were $643,882 and $66,518 respectively.

Life insurance was conducted by 40 companies, of which 22 were Canadian, 6 British and 12 American. The total amount of policies issued during 1905 was $105,907,336 as against $98,306,102 in 1904. It is shown that the amount taken by native companies exceeds that taken by British and American together by nearly $29,000,000. The total amount of insurance in force was $630,334,240, an increase of $42,453,450 over that of the previous year. Of this amount, Canadian companies hold $397,946,902; British companies, $43,809,211; and American companies, $188,578,127. The amount of insurance terminated in natural course, viz., by death, maturity or expiry, was $10,490,274, and the amount terminated by surrender and lapse was $50,742,340. The total terminations were 57.92 per cent of the amount of new policies. The total premium income during the year amounted to $22,080,717 and the sums paid to policy holders to $13,796,504. Thus,

for every $100 received as premiums, they were paid $51.99 to policy holders, leaving $48.01 to be carried to reserve, expense and profits.

Post Office Department.

Report of the Postmaster General for the year ended June 30, 1906. Ottawa, King's Printer, 1906. Pages 590. Price 30 cents.

A marked expansion in the postal service is shown in the Report of the Postmaster General of Canada for the year 1905-06. There were 262 additional post offices opened, 780 additional postal note offices, 182 additional money order offices and 22 additional savings bank offices. It was stated that there were increases of 2,768,908 in the number of miles covered in the conveyance of mails by rail, 247,175 miles in service by water routes and 176,388 miles inland service, making a total increase in mail carriage of 3,192,421 miles. The estimated increase in the number of letters and post cards was 41,836,000. There were also increases of $5,006,197.59 in the amount of money orders issued and of $827,995.02 in the amount of postal notes issued during the year. The gross revenue of the Post Office Department amounted to $7,708,142.27, showing a surplus of $1,011,765.31. A system of accounting for short paid postage by means of special stamps, known as "Postage Due" stamps, was adopted by the Department. Postal arrangements were entered into between Canada and Australia, Dutch Guiana and Trinidad.

Dominion Public Accounts.

Public accounts for the fiscal year ended June 30, 1906. Ottawa, King's Printer, 1906. Pages 264. Price 15 cents.

The receipts on account of Consolidated Fund for the year amounted to $80,139,360.07 and the expenditure for the same period to $67,240,640.95, showing a surplus of $12,898,719.12. The amount expended on government railways and canals was $7,654,686.95, and on public works $2,359,528.50. Railway subsidies amounted to $1,637,574.37, and the sum of $2,400,771.29 was paid on account of bounties.

At the close of the fiscal year, there was a balance at the credit of depositors in the Post Office and Government Savings Banks amounted to $61,910,622.08, a decrease of $106,274.57 compared with the balance at the end of the previous fiscal year.

The net debt of the Dominion was $267,042,977.75, an increase of $818,811.15. The average rate of interest paid on the gross debt for the year was $2.75 as against $2.81 in 1904, and the net rate of interest fell from 2.26 to 2.21.

BRITISH REPORTS.

Mining Statistics.

Mines and Quarries, General Report and Statistics for 1905. Part II: Labour. London, Wyman & Sons, 1906. Pages 78, Price 10d. Part III.: Output. Pages 174. Price 1s. 6d.

According to the General Report of Mines and Quarries of Great Britain for 1905, there were 982,343 persons employed at mines and quarries during that year, an increase of 7,709 compared with 1904. Of this number, 887,524 were employed at mines and 94,819 at quarries. Of the 887,524 employed at mines, 708,398 worked under ground and 179,126 above ground. During 1905, 1,103 separate fatal accidents occurred, causing the loss of 1,304 lives. Compared with the previous year, there is a decrease of 55 in the number of fatal accidents and an increase of 102 in the number of lives lost. It is shown that out of 117 prosecutions of owners and agents for offences under the Mines and Quarries Acts, 86 resulted in convictions, the fines and costs imposed amounting to £261.17s. There were 962 prosecutions of workmen for offences under the Acts, of which 922 resulted in convictions. The fines and costs imposed amounted to £1,096 18s. 8d.

The total value of minerals raised during 1905 amounted to £95,870,723, a decrease of £1,606,916 compared with 1904. This decrease is to be accounted for by a fall in the average price of coal of 3.20*d.* per ton. The total output of coal was 236,128,936 tons compared with 232,428,272 in 1904, but the value was only £82,038,533 as against £83,851,784 in 1904. The total quantity of coal which left the country was placed at 67,160,645 tons. The amount of coal

remaining for home consumption was 168,968,291 tons. There were 14,590,703 tons of iron ore mined, valued at £3,482,-184, showing an increase of £356,370 compared with 1904. The ore yielded 4,760,187 tons of iron or nearly one half of the total quantity of iron manufactured. Increases were also shown in the output and values of copper, lead, silver and tin.

UNITED STATES REPORT.

Industrial Statistics of Ohio.

Twenty-ninth Annual Report of the Bureau of Labour Statistics of the State of Ohio for the year 1905. Springfield, O., State Printers, 1906. Pages 620.

The Twenty-ninth Annual Report of the Bureau of Labour Statistics of Ohio contains statistics relating to manufactures within the State, giving the different classes of industries, number of establishments, number of employees, total wages paid, capital invested and value of goods produced. The subject of prison labour is dealt with briefly. The report shows that there are three prevailing systems under which prison labour is employed, namely, contract, piece, price and public account systems. Other matters treated are labour legislation, coal mining and free employment offices.

OTHER REPORTS RECEIVED.

Canada.—Report of the Veterinary Director General for 1905.

Report of the Minister of Agriculture for the five months ended March 31, 1906.

Interim Report of the Experimental Farms of Canada for a period from Dec. 1, 1905, to March 31, 1906. Appendix to Report of the Minister of Agriculture.

Report, Returns and Statistics of the Inland Revenues for the year ended June 30, 1906. Part II. Inspection of Weights and Measures, Gas and Electric Light.

Ontario.—Report of the Inspector of Fumigation Appliances for 1905. (Published by Department of Agriculture, Ontario).

Bulletin, 151, Farm Poultry, Published by Ontario Department of Agriculture.

Annual Reports of the Live Stock Associations of Ontario for 1905. This volume contains reports of the Dominion Cattle Breeders', Dominion Sheep Breeders', Dominion Swine Breeders', Ontario Poultry, Local Poultry and Canadian Horse Breeders' Associations and Provincial Winter Fairs.

British.—Report on the Disaster which occurred at Courrières Mine, Pas de Calais, France, on March 10, 1906.

Return to the House of Commons of the number of deaths in the Administrative County of London in 1905 upon which a coroner's jury has returned a verdict of death from starvation or death accelerated by privation.

Report on the Draft Regulations for Locomotives and Wagons on lines and sidings in or in connection with factories, etc.

Report on Safeguards for the prevention of accidents in the manufacture of cotton.

United States.—Labour Laws of Massachusetts. Part V. of the Annual Report of the Massachusetts Bureau of Statistics of Labour for 1906.

France.—Résultats Statistiques de Recensement Général de la Population. Tome III.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent decisions of the courts affecting labour are based upon the latest reports of legal proceedings in the different Provinces of Canada and upon other legal records.

PRIVY COUNCIL CASE.

Right of Railway Companies to Contract Themselves out of Liability for Injuries Sustained by Employees.

REFERENCE was made in the March number of the Labour Gazette to an appeal being taken by the Grand Trunk Railway Company of Canada to the Privy Council from the decision of the Supreme Court of Canada, holding that the Statute, Chapter 31 of the Statutes of 1904, passed by the Dominion Parliament, was within the competence of such Parliament. The Statute in question provides as follows:—

> Notwithstanding anything in any Act heretofore passed by Parliament, no railway company within the jurisdiction or legislative power or control of Parliament shall be relieved from liability for damages for personal injury to any workman, employee or servant of such company, nor shall any action or suit by such workman, employee or servant, or, in the event of his death, by his personal representatives, against the company, be barred or defeated by reason of any notice, condition or declaration made or issued by the company, or made or issued by any insurance or provident society or association of railway employees formed, or purporting to be formed, under such Act; or by reason of any rules or by-laws of the company, or rules or by-laws of the society or association; or by reason of the privity of interest or relation established between the company and the society or association, or the contribution or payment of moneys of the company to the funds of the society or association; or by reason of any benefit, compensation or indemnity which the workman, employee or servant, or his personal representatives, may become entitled to or obtain from such society or association or by membership therein; or by reason of any express or implied acknowledgment, acquittance or release obtained by the company or the society or association prior to the happening of the wrong or injury complained of, or the damages accruing, to the purport or effect of relieving or releasing the company from liability for damages for personal injuries as aforesaid".

Judgment in the appeal was delivered by the Privy Council during the month of November, and as the case is one of much importance to railway companies and employees, as well as in its constitutional aspect, the text of the judgment is given in full.

Sir Arthur Wilson in delivering the judgment of the Judicial Committee (for Lord Dunedin) said:—

The question on this appeal is as to the competency of the Dominion Parliament to enact the provisions contained in Section 1 of 4 Edw. VII., cap. 31 of the Statutes of Canada.

These provisions may be generally described as a prohibition against any "contracting out" on the part of railway companies within the jurisdiction of the Dominion Parliament from the liability to pay damages for personal injury to their servants.

It is not disputed that in the partition of duties effected by the British North America Act, 1867, between the provincial and Dominion legislatures, the making of laws for through railways is entrusted to the Dominion.

The point, therefore, comes to be within a very narrow compass. The respondent maintains, and the Supreme Court has upheld his contention, that this is truly railway legislation. The appellants maintain that, under the guise of railway legislation, it is truly legislation as to civil rights, and, as such, under section 92, sub-section (13) of the British North America Act, appropriated to the provinces.

The construction of the provisions of the British North America Act has been frequently before their lordships. It does not seem necessary to recapitulate their decisions. But a comparison of two cases decided in the year 1894—viz., "Attorney-General of Ontario vs. Attorney-General of Canada" (1894, A.C., 189) and "Tennant vs. Union Bank of Canada" (1894, A.C., 31)—seems to establish these two propositions: First, that there can be a domain in which provincial and Dominion legislation may overlap, in which case neither legislation will be *ultra vires,* if the field is clear; and second, that if the field is not clear, and in such a domain the two legislations meet, then the Dominion legislation must prevail.

Accordingly, the true question in the present case does not seem to turn upon the question whether this law deals with a civil right which may be conceded—

but whether this law is truly ancillary to railway legislation.

It seems to their lordships that, inasmuch as these railway corporations are the mere creatures of the Dominion Legislature—which is admitted—it cannot be considered out of the way that the Parliament which calls them into existence should prescribe the terms which were to regulate the relations of the employees to the corporation. It is true that, in so doing, it does touch what may be described as the civil rights of those employees; but this is inevitable, and, indeed, seems much less violent in such a case, where the rights, such as they are, are, so to speak, all *intra familiam*, than in the numerous cases which may be figured where the civil rights of outsiders may be affected.

As examples may be cited provisions relating to expropriation of land, conditions to be read into contracts of carriage, and alterations upon the common law of carriers.

In the factum of the appellants it is, *inter alia*, set forth that the law in question might "prove very injurious to the proper maintenance and operation of the railway. It would tend to negligence on the part of employees, and other results of an injurious character to the pulbic service and the safety of the travelling public would necessarily result from such a far-reaching statute."

This argument is really conclusive against the appellants. Of the merits of the policy their lordships cannot be judges, but if the appellant's factum properly describes its scope, then it is indeed plain that it is properly ancillary to through railway legislation.

Their lordships will, therefore, humbly advise His Majesty to dismiss the appeal. There will be no costs.

(Grand Trunk Railway Co. vs. Attorney-General of Canada; 5th. November, 1906; Privy Council.)

ONTARIO CASES.

Appeal in Case of Alleged Defective Machinery Allowed.

In a case noted in the Labour Gazette for March, an appeal taken to the Court of Appeal by defendants has been allowed and the action dismissed. The Court held that there could be no recovery by plaintiff at common law on the ground that upon the evidence there was no negligence imputable to defendant by reason of any defect in the appliances furnished to perform the work which plaintiff was called upon to perform, and that plaintiff's rights, if any, must depend upon his right to recover under the Workmen's Compensation act. Upon this branch of the case, plaintiff's contention was that the accident occurred by reason of a defect in the machine, known or which should have been known, to defendant's foreman, if he had not been negligent in the performance of his duty in the premises. The Court, however, held that there was no evidence upon which it could be held that there was any negligence upon the part of the foreman—and no evidence of his omission to perform any duty, whether of inspection or otherwise, which he ought to have exercised in respect of this machine, or of his knowledge or even suspicion that there was anything amiss with it. No complaint had ever been made of the machine or of its having acted in an irregular manner. No accident had ever happened to any one while using it, and there was a considerable body of expert testimony that there was nothing amiss in its manner of working, and no defect to be remedied. The evidence, the Court thought, pointed very strongly to the conclusion that plaintiff was the cause of his own injury by giving the lever the push which he admits he gave it, but which was unfortunately so forcibly applied as to send it over neutral or dead-centre, and thus start the machine.

(McCarthy v. Kilgour; 3rd November, 1906; Court of Appeal).

Validity of Release of Claims for Damages.

A Divisional Court has allowed an appeal from the judge at the trial, which dismissed the action on the ground that no notice of action had been given, and on the further ground that plaintiff had executed a release of all claims before action. Plaintiff, a steam engineer in the employ of defendants, was injured by the

bursting of a blow-pipe attached to the boiler which supplied the steam power to defendant's mill, and brought action under the Workmen's Compensation for Injuries Act to recover damages for the injuries sustained. Defendants, besides denying any negligence on their part, and alleging contributory negligence on the part of plaintiff, set up the payment before action of $30.00 in full settlement, satisfaction and discharge of plaintiff's claim. The further objection was taken, that no notice was served as required by the Act. The jury answered the questions submitted to them in plaintiff's favour and assessed the damages at $250.00. The trial judge held that the want of notice was culpable, and further upheld the release as being binding upon plaintiff and dismissed the action. On appeal the Divisional Court held that under the circumstances disclosed in the evidence the failure to give the notice was excusable, and should be excused, no prejudice having been caused to defendants, and that the release in the circumstances in which it was given, was invalid and no bar to the action.

In the result the appeal was allowed, and judgment was ordered to be entered in plaintiff's favour for $220.00, the amount awarded by the jury less the sum of $30.00 already received by him.

(Smith v. McIntosh; 27th October, 1906; Divisional Court).

Contributory Negligence.

In a case noted in the July number of the Labour Gazette, the Court of Appeal has allowed an appeal from the judgment of a Divisional Court and dismissed the action. The jury at the trial, in answer to questions submitted to them, found, amongst other things that plaintiff was guilty of negligence which caused or contributed to the accident, and that this negligence consisted in not moving the crane closer to the platform. The Court held that these findings, supported as they were by the evidence, were sufficient to dispose of the case in favour of defendants.

(Wilson v. Hamilton Stee Co. 3rd November 1906.)

Machinery not Properly Guarded.

At the last Milton assizes plaintiff recovered a verdict for damages for injuries sustained while in the employ of defendants. Plaintiff was working in defendant's planing mill at Guelph, and was assisting in the ripping of boards at a rip saw, which was unguarded, and lost the thumb of his right hand, and had two fingers probably permanently injured. Plaintiff contended that the defendant should have had the saw so guarded as to protect workmen from injury, while defendant alleged that there was no negligence attributable to them and that the accident was due to plaintiff's own negligence. Judgment was ordered in accordance with the verdict.

(Hutchinson v. Robert Stewart, limited ; 21st November, 1906.)

Breach of Alien Labour Act.

A fine of $50.00 and costs was imposed on Mr. Gerhard Heintzman, President of the Gerhard Heintzman Co., Ltd., at the Police Court at Toronto recently, for a breach of the Alien Labour Act. The complaint was that defendant had assisted in the importation of one Thomas Podginivick, alias Wm. Heidleberg under contract to perform labour and service in Canada. For the defence it was contended that the alien was brought to Toronto by the Thiel Detective Agency to act as a detective in defendant's factory where there was a strike on at the time, and that there was no contract between defendant and the alien, and that he was not imported by the Company. The Police Magistrate, however, held that defendant was guilty of a breach of the Act, inasmuch, as the Detective Agency was acting on behalf of the Company.

(Rex v. Heintzman; 26th November, 1906; Denison P.M).

Fined for Intimidation.

Five men were fined $15.00 each at Hamilton recently for intimidating strike breakers at Peregrine's coal yards. Some coal drivers went on strike and defendants threatened those who had taken the strikers' places.

(Rex v. Anon.; 6th November, 1906; Police Court).

Picket Fined for Abusive Language.

F. R. was recently fined at Toronto for using abusive language towards a strike breaker employed at the factory of the Gerhard Heintzman Co., Ltd. It was shown that defendant was acting as a picket and had spoken in an abusive manner. A fine of $1.00 and costs was imposed with an intimation that any repetition of the offence would be visited with more severe punishment.

(Rex v. Rinneard; 31st October. 1906; Kingsford, P.M.

QUEBEC CASES.

Construction of Agreement Between Employer and Employees.

Judgment in a case of considerable importance to workmen was recently given by the Court of Appeals sitting at Quebec, in which the question turned upon the construction to be put upon an agreement entered into between an employer and his workmen. Plaintiff, a cigar maker in the employ of defendant, brought an action in the Supreme Court, claiming $250.00 damages on the ground of the refusal of the latter to give him employment, notwithstanding the existence of an agreement in writing between them to that effect. Defendant contended that the writing, upon which plaintiff relied, upon its true construction did not provide for the duration of the employment, but only determined the scale of wages. Plaintiff had judgment in his favour in the Superior Court whereupon defendant appealed. The Court of Appeals allowed the appeal and dismissed the action, holding that the meaning of the agreement was that neither did the workman bind himself to work for defendant at all times, nor did the employer engage to furnish the workman with continuous employment, but that it merely determined the scale of wages to be paid the workman for such work as was performed by him when he was employed.

(Bedard v. Miller & Lockwell; 10th November, 1906.)

Early Closing By-Law Declared Illegal.

A very important judgment was recently pronounced by Mr. Justice Archibald in the Superior Court, at Montreal, involving the constitutionality of a Statute passed by the Legislature of the Province of Quebec and the right of the City of Montreal to pass a By-Law providing for the early closing of stores. The Statute in question is 57 Victoria (1894) Chapter 50, as amended by 4 Edward VII. (1904), Chapter 29, and the By-Law, which has been quashed, is No. 328, passed on the 20th February, 1905. In delivering his judgment the judge made an exhaustive review of the authorities bearing on the question, with the result that he came to the conclusion that the statute was unconstitutional, and the By-Law, therefore, invalid. His Lordship was of opinion that the Statute in question, not being founded on any specific power coufided to the Provincial Legislature to legislate on such matters, and affecting trade and commerce, as it undoubtedly did, was not to be considered as a matter of merely local or private interest in the Province.

He further held that the By-Law could not be considered as an exercise of police power, that it was a totally unwarranted interference with individual liberty, and was unjust and oppressive in its operation.

(Beauvais v. City of Montreal ; 27th October, 1906 ; Archibald, J.)

Liability of Employer for Tortious Act of Employee.

The Court of Review recently confirmed a judgment of the Superior Court, in which the question of the liability of a master for damages caused to a third person by the negligence of his servant was decided. The action was brought by the father and mother of a girl of nine years of age, who was run over and killed by a wagon of defendants, which was being driven by a servant of the latter. The Court of first instance was of opinion that the death of the child was caused by the negligence and want of care of the driver of the wagon in driving too close to the side-walk upon which the child was standing, and that for this negligence the defendants were liable under the facts of the case, and con-

demned the defendants to pay the sum of $230.00 and costs.

(Dupre v. Ewart Ice Co. ; 10 November, 1906.)

Damages for Death of Fireman.

In an action brought by the father of a fireman in the employ of the defendants to recover damages for the death of the son caused, it was alleged, by the negligence of the defendant, a jury awarded the plaintiff $2,000.00 damages. The accident which resulted in the death of plaintiff's son occurred at 2 o'clock, on the morning of January 18, 1904. At that time an alarm of fire was sent in, and, responding with the other firemen, the son started down the brass sliding pole to reach the apparatus below the sleeping room. On his way down, he lost his hold and dropped a couple of stories to the ground floor, injuring his skull and spine so severely that he expired shortly afterwards.

In giving their verdict the jury added a rider recommending that instead of being allowed to run through the entire three storeys of the station, the sliding pole should be constructed with a stop at each storey, and that the opening in the floor on the third storey be guarded by a railing.

(Enright v. City of Montreal ; 9th November, 1906 Curran, J.)

BRITISH COLUMBIA CASE.

Captain of vessel Fined for Breach of Immigration Act.

The captain of a vessel running into Vancouver was recently fined the sum of $2,175.00 for landing Japanese immigrants without notifying the Quarantine officers.

It appears that 65 immigrants were landed before the vessel in question put into Vancouver, and made off through the woods. The police were notified and with the aid of the Japanese consul the men were rounded up and a prosecution under the amended Immigration Act, was instituted. The fine has since been paid to the Immigration Department.

NEWFOUNDLAND CASE.

Fishermen Fined for Violation of Bait Act.

Two fishermen, who shipped aboard an American herring vessel on November 8, outside the three mile limit, were tried recently before a magistrate at Bay of Islands, on the charge of having on November 12, in violation of the Bait Act, put herring on board the vessel. Defendants were convicted and fined $500.00 each, with the alternative of serving three months in prison.

(Rex v. Dubois & Crane ; 16 November, 1906.)

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THE
LABOUR GAZETTE

JANUARY, 1907.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF DECEMBER, 1906.

I.—GENERAL SUMMARY.

UNSKILLED labour was less actively employed during December than in the preceding month, but activity was well maintained in the skilled trades, except among branches affected by weather conditions. The Christmas trade was the heaviest on record, the superior quality of the goods purchased giving evidence of the general prosperity. Compared with December, 1905, and previous years, the amount of employment was considerably greater, men being in demand for rock cutting, levelling and bridge building in connection with the construction of the National Transcontinental Railway. A large number of labourers, usually rendered idle at this season, were engaged by farmers on long term contracts in anticipation of the crop season of 1907. The lumbering industry continued very busy, and in mining the month was one of pronounced activity. Manufacturing establishments were less active than in November, owing to stock taking, and in building, outside operations had, for the most part, ceased, though inside work was exceptionally busy. Railway and other transportation companies reported the holiday traffic the heaviest recorded. The outlook at the close of the month was that the balance of the winter season would be of unprecedented activity.

Changes in Wages and Hours.

The following is a statement by industries and groups of trades of the more important changes in wages and hours reported to the Department of Labour during December:—

Mining.—Employees of the British Columbia Copper Company at Greenwood, B.C., had their wages increased.

Printing and allied.—At Victoria, B.C., the day rate of printers was increased from $21.00 to $24.00 per week, foremen being increased from $24.00 to $27.00 per week. The night rate was advanced from $25.50 to $27.00 per week, that of foremen being increased from $27.00 to $30.00 per week. The increase was granted on the demand of the workmen, and affected 30 employees.

Railway employees.—An increase was granted by the Pere Marquette Railway Company to a number of engineers and train despatchers in its employ in Canada. The Michigan Central Railway Company also granted an increase to switchmen employed on its Canadian lines and to a number of car shop employees at St. Thomas, Ont.†

Street railway employees.—Street railway employees (15) at Brantford, Ont., received a voluntary increase of one cent per hour, dating from December 15.

Civic employees.—A number of the employees of the cities of Montreal, Que., and St. John, N.B., were granted an increase in salary.††

† See report of Windsor, Ont., correspondent.

†† See report of Montreal, Que., correspondent for detailed statement.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

Miscellaneous.—Employees of the Imperial Oil Company, Limited, at Sarnia, Ont., received an increase in wages, dating from December 1. The increase was granted by the company according to the merits of individuals, without request for the same being made. A total of 337 employees were affected, including foremen, stillsmen, firemen, mechanics and unskilled labourers. The change involved an aggregate increase of $236.85 in weekly earnings.

Early closing.—A by-law was passed by the city council of Ottawa, Ont., requiring all places of business, excepting groceries, fruit stores, butcher shops, bakeries, dairies and tobacco stores, to close at seven p.m. on Saturdays. The establishments named are required to close at nine p.m. on Saturdays.

Cost of Living.

The produce markets were well supplied during the holiday season, though a shortage was reported at certain points in Nova Scotia. Prices of poultry, butter, eggs and meats were somewhat lower than in November. Hams, bacon and barrelled pork were also lower, but further advances in the price of milk took place in certain localities. Sugar showed a decline. Cottons advanced owing to limited production, and furs were much higher in price than in 1905. Metals continued in active demand, with prices firm to upward. Turpentine was very high, and shingles advanced in British Columbia. The price of small wares was also upward, owing to the increased cost of raw material. Rentals continued to advance. At the annual meeting of the associated charities of Toronto, Ont., a resolution was passed urging upon the mayor and council to appoint a commission for the purpose of conducting an investigation into the housing needs of the city. A resolution was also passed by the district trades and labour council recommending the appointment of a permanent committee to deal with the problem.

Interruptions to Industry.

The number of trade disputes in existence during December, 1906, was 6 less than in November, 1906, and 8 more than in December, 1905. There was a decrease of 62,143 in the number of working days lost compared with the preceding month, and an increase of 15,726 working days lost compared with December, 1905.

Among industrial establishments, etc., destroyed or damaged by fire or through other causes, during December, the following, as reported in the Press of the Dominion, may be mentioned:—

Nova Scotia.—Portion of the Robb Engineering Works at Amherst, loss, $25,000; stores at Bear River, loss, $8,000; stores and business offices at New Glasgow, loss, $100,000; forge buildings of the Nova Scotia Steel Company at New Glasgow, loss, $5,000; business block at Londonderry, loss, $25,000; fire in "Hub" colliery at Sydney, loss, $300,000.

Heavy rains caused serious damages through floods in Nova Scotia. A saw-mill at Whycocomagh was swept away and the road bed of the Intercolonial Railway was damaged in certain localities. In a storm which occurred on the Atlantic coast on December 10, the following vessels were wrecked:—The schooner "Emma A. Harvey," at Sloan's Point, in the Bay of Fundy; the schooner "Rebecca W. Huddell off Partridge Island; the fishing steamer, "Alert," off Newfoundland; the steamer, "Beatrice," with a cargo of iron, at Cranberry Head, near Sydney; the steamer, "Garibaldi," off Halifax. The passenger steamer, "Strathcona," was burned at Port Dufferin.

Prince Edward Island.—The schooner, "Malabar," was wrecked at McLaren's Cove.

New Brunswick.—The Commercial Hotel at Campbellton, loss, $10,000; warehouse at Fredericton, loss, $1,000; fish canning factory at Grand Manan, loss, $6,000; stores at St. John, loss, $10,000.

Quebec.—Carriage factory and stores at Chenneville, loss, $7,000; business block, Notre Dame Street, Montreal, loss, $251,000, 360 employees thrown out of work; wholesale stores and stock, St. Helen Street, Montreal, loss, $400,000; biscuit manufacturing company's stables, with 9 horses, Montreal, loss, $4,500; drug store, Montreal, loss, $2,000; vinegar factory, Montreal, loss, $20,000; the Albion Hotel, Montreal, loss, $1,500; fancy goods store, Maisonneuve, loss, $5,000; hotel Belmont, St. Agathe, loss, $20,000; saw-mill, St. Francois de Temiscouata. Barns and contents at St. Romuald and Stanbridge East.

Ontario.—Paper box factory at Brantford, loss, $2,000; blacksmith's shop at Burleigh Falls; printing office at Campbellford, loss, $3,000; hardware store at Chatham; two stores at Cobalt, loss, $2,500; elevator at Cobourg; cheese factory at Delta, loss, $4,000; store at Elgin; Canadian Pacific Railway elevator at Fort William, loss, $175,000; plant of Imperial Plaster Company at Gypsum Mines, loss, $4,000; office of packing company at Ingersoll, loss, $4,000; business block at Kincardine; passenger and dining cars at Kenora; business block and stock at Listowel; greenhouse at London; Barry block at New Liskeard, loss, $2,000; four stores at North Bay, loss, $25,000; newspaper office at Owen Sound, loss, $1,000; school house at Orillia, loss, $1,000; furniture store at Ottawa, loss, $1,000; store at Port Arthur; three Dominion Express cars at Powassan; electric car barns and cars at Preston, loss, $41,000; engine house and plant at Sherkstone, loss, $2,500; hardware store at Stratford, loss, $2,000; printing plant at Windsor, loss, $3,000.

Barns and contents at Belmont, Cobourg, History Island near Gananoque, Milles Roches, Princetown and Windsor.

The following vessels were wrecked: steamer "Monarch," off Isle Royale; the steam barge, "Hickox," burned in St. Lawrence with cargo of 350 tons of coal; steamer, "Golspie," on Lake Superior; steamer, "Jessie Bain," near Kingston, crushed in by ice; steamer, "Victoria," near Brockville.

Manitoba.—The Yukon business block at Brandon, loss, $50,000; five stores at Ninga, loss, $30,000; Canadian Northern Railway boiler shops at Winnipeg, loss, $100,000; Lake of the Woods Company's warehouse at Winnipeg, loss, $10,000; Saddlery Company's factory at Winnipeg, loss, $60,000. Barn and contents at Suthwyn.

Saskatchewan.—The British North America Bank Building at Duck Lake; Canadian Northern Railway's oil house at North Battleford; "Wascana" hotel at Regina, loss, $75,000.

Alberta.—Troy laundry at Edmonton; ten stores at Macleod, loss, $30,000.

British Columbia.—Business block at Cranbrook, loss, $5,000; boot and shoe store and stock at Fernie; Marine Iron Company's Works, Victoria, loss, $5,000; the steamer, "Themis," with 1,500 tons of ore was wrecked off Scarlet Point.

Yukon Territory.—Government house, loss, $100,000.

A settlement of certain difficulties between the Dominion Iron and Steel Company and the Dominion Coal Company* was arranged, after a number of conferences in which the Hon. the Minister of Finance for Canada took part, on December 7, the Coal Company agreeing to furnish the Steel Company with the coal necessary for the operation of its plant for a period of two years at an increased price, while the original differences are to be decided in the courts.

A scarcity of fuel continued at several points in the North-west provinces owing to the diminution in the supply of coal resulting from the recent strike of coal miners at Lethbridge, Alta.,† and to the prevailing shortage of cars. Serious inconvenience was caused in a number of localities, and at certain points distress was reported. At Brandon, Carberry and Hartney, Man., for example, a number of industries were affected, and certain public buildings were compelled to close down in the third week of the month. The scarcity was chiefly felt in the remoter municipalities of the Province of Saskatchewan, and was accentuated by the prevailing cold weather. Every effort was being made by the railway companies in the closing days of the month to supply the municipalities which were chiefly in need of coal.

* See *Labour Gazette* for December, 1906, page 584.

† See *Labour Gazette* for December, 1906, page 647.

Conditions in the Industries and Trades.

Conditions of employment during December in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Stock feeding, wood cutting and marketing afforded the chief employment to agriculturists. Good snow roads facilitated the delivery of produce for which high prices were obtained. Hay was very high. Deliveries of pork in Ontario were heavier than in many months past. Sugar beet growers reported some delay in forwarding shipments, and large quantities of beets were pitted. Recent estimates, with regard to the crop of 1906, were favorable, though the fruit crop of Nova Scotia will be lower than was expected. According to the record of wheat inspections at Winnipeg, Man., the western crop of 1906 will grade high. The demand for farm labour continued active, many farmers engaging help on long term contracts in order to be assured of a supply in the spring. Among important meetings held during the month were, the twentieth annual meeting of the Ontario Agricultural and Experimental Union at Guelph, Ont.; the thirteenth annual convention of the Quebec Pomological and Fruit Growers' Society at Knowlton, Que.; and a meeting of provincial dairy inspectors at Toronto, Ont. The Ontario Winter Fair was held at Guelph, Ont., and the Maritime Provinces' Winter Fair at Amherst, N.S., both being well attended.

Fishing.

Fair catches were made in the Maritime provinces. Smelts and eels were plentiful off the Nova Scotia and Prince Edward Island coasts, but were somewhat scarce off New Brunswick. Good ship-

ments of these fish and of clams were made to the United States market, prices being unusually high. Tommy cod fishing had begun off New Brunswick and in the St. Lawrence River. In the great lakes fair catches of rough fish were made during the first half of the month. A feature of the month was the large quantities of white fish taken from the lakes in the northern portions of Saskatchewan and Alberta, large numbers of men being employed in the industry and several hundreds of tons being shipped daily. The hauling of the fish to the nearest railway lines gave employment to a large number of men and teams, and settlers were afforded a good market for hay and other produce. Fishing was quiet on the Fraser River, B.C., though some steel head salmon were being taken for which good prices prevailed. Herring fishing had begun off Vancouver Island. It was stated that the past year had not been favourable for the gathering of salmon spawn, owing to freshets in the spring.

Lumbering.

Operations in the woods in Nova Scotia were well advanced, though a thaw in the closing weeks of December destroyed roads and hampered operations. In New Brunswick, work in the camps was very active, all available men and teams being employed. Most of the large mills had closed down with light stocks, though a number were still running, a large quantity of logs hung up earlier in the season, having been brought down by the unusually high water. Some heavy shipments to the European markets were made during the first half of the month. In Ontario and Quebec, saw milling had ceased for the winter. It was estimated that the cut in these provinces would considerably exceed that of 1905-06. The unusual depth of snow hampered operations somewhat in the North-western provinces. It was stated that about 150 mills were sawing lumber in British Columbia, the majority working overtime with orders ahead for several months. Logs in this province were very scarce and high in price owing to unfavourable weather and a scarcity of labour. Shingle mills were becoming less active in some localities; an advance in the prices of the product occurred.

Mining.

Stormy weather interfered with shipments from the Nova Scotia collieries, and the closing of navigation on the St. Lawrence had also a tendency to reduce operations during December. The majority of the collieries, however, were busy, and the outlook for 1907 was regarded as exceptionally favourable. In Quebec, outside work was curtailed, but the asbestos mills were running to full capacity. The trade in mica was heavy. In eastern Ontario, weather conditions caused a reduction in output. Shipments of ore from Cobalt, Ont., during November totalled 27 car-loads, making 1,449,580 lbs. According to statistics issued by the Ontario Bureau of Mines, shipments from Colbalt during the first nine months of 1906 totalled $1,750,344 in value. All of the metalliferous mines in Ontario showed a considerable advance in output compared with 1905. Valuable discoveries were reported during December in connection with the development of the Gillies limit. Additional strikes of oil were reported in the Tilbury, Ont., district. Oil was also struck on Manitoulin Island and development work was actively under way. In Alberta and British Columbia the month was very active, the coal mines in both provinces working to their full capacity, since the settlement of the recent labour disputes. Great improvements in the method of mining coal in northern Alberta have been carried out during the past few months. In previous years coal for the use of the district was mined by means of tunnels from the banks of the Saskatchewan River; shafts are now being sunk in different localities. Following the settlement of the strike of coal miners at Fernie, B.C., activity increased in a number of the smelters and metalliferous mines dependant on these mines for a supply of coke. Additional furnaces were blown in at Trail and Rossland, B.C., while ore shipments showed a con-

siderable increase over the previous month. The mining outlook in the Klondike was reported to be favourable, the season's output being considered satisfactory in view of the fact that three important creeks were not working. The output for the year was estimated at $5,250,000.

Manufacturing.

A number of establishments closed down for short periods during December for stock-taking purposes, but the majority were working full time and many ran overtime. The expansion in the industry reported earlier in the year continued, a large number of new factories and additions to factories being under construction. The settlement of the difficulty between the Dominion Iron and Steel Company and the Dominion Coal Company affected steel production favourably. Activity was increasing in boot and shoe manufacturing establishments, notwithstanding recent advances in the price of stock, spring and jobbers' orders being satisfactory. The manufacturers of rubbers had a busy month. It was announced that the Canadian Rubber Company, the Granby Rubber Company and the Maple Leaf Rubber Company had been taken over by the Canadian Consolidated Rubber Company, Limited, with a capitalization of $5,000,000 stock and $2,600,000 in 40 year 6 per cent bonds. Conditions among manufacturers of rubber have been very active during the past year.

It was announced that the Canadian Manufacturers' Association would establish a labour bureau in London for the purpose of bringing skilled workmen to Canada to meet the demands of the labour market. It was stated that the office would be in operation early in 1907.

Railway Construction.

Operations in connection with the construction of the National Transcontinental Railway continued very active, with labour in demand. The work was confined chiefly to clearing, levelling, rock-cutting and bridge building. From the Quebec bridge to LaTuque, about 2,100 labourers were employed, and good progress was reported. The report of the chief engineer of the eastern section of the railway was issued re-affirming the statement that from the prairies to the Atlantic seaboard grades will not exceed four-fifths of one per cent, and in the reverse direction they will not exceed six-tenths of one per cent. The curves for the most part will be kept down to a radius of 1,433 feet. It was stated by the General Manager of the Grand Trunk Pacific Railway that about 80 per cent of the construction work planned for 1906 had been completed and that the outlook for 1907 was that the work set apart for that year, together with the work left over from 1906, would be completed. Every means are being taken by the company to procure the necessary supply of labour for these operations.

It was announced by the Canadian Northern Railway Company that a number of branch lines would be constructed in Ontario during 1907. The outlook for 1907 is that the mileage of railways under construction will be greater than in any previous year.

Contracts for railway ties were recently awarded by the Commissioners of the Transcontinental Railway as follows:—

November 2, John G. Hearn, Quebec, 210,000 railway ties, 80 per cent. 1st class, 50 cents each; and 20 per cent. 2nd class, 46 cents each.

268,050 feet b. m. railway switch ties, at $25.00 per M. b. m.; for delivery as follows:—

1906.

105,000 railway ties near Belair Station on the C. P. R.

30,000 railway ties on the C. P. R. about 28 miles from Quebec, and 24 miles west of north end of Quebec Bridge.

75,000 railway ties on the line of the Trans-continental Railway at or near Reed's Camp.

10 sets switch ties No. 10, and 10 sets No. 8, at Belair Station.

2 sets switch ties No. 10, and 2 sets No. 8, about 28 miles from Quebec, and 24 miles west of north end of Quebec Bridge.

10 sets switch ties No. 10, and 10 sets No. 8, at or near Reed's Camp.

6 sets switch ties No. 10, and 6 sets No. 8, on the C. P. R., 28 miles west of Quebec.

1907.

12 sets switch ties No. 10, and 12 sets No. 8, at or near Reed's Camp, on or before April 1, 1907.

10 sets switch ties No. 10, and 10 sets No. 8, at or near La Tuque, on or before May 1, 1907.

November 2, John G. Hearn, Quebec, 335,000 railway ties, 80 per cent. 1st class, 57 cents each; and 20 per cent. 2nd class, 44 cents each, delivery during 1907 as follows:—

75,000 about 28 miles west of Quebec, April 1, 1907.

75,000 at or near Reed's Camp, April 1, 1907.

75,000 between Reed's Camp and La Tuque, April 1, 1907.

110,000 at or near La Tuque, May 1, 1907.

TABLE SHOWING STATE OF EMPLOYMENT IN CANADA

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue in the several trades and industries throughout the Dominion. This table has reference only to the amount of treated under separate headings in the *Gazette*. In tabulating the information in question the terms employed are able or unfavourable, as follows: (1) active, busy, very busy, (2) quiet, dull, very dull]].

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	.....	.....	Active	Busy	Busy	.....	Active
Halifax	.....	Active	.....	.....	Active	.....	(2)Quiet
Amherst	.....	.....	Active	Active	Very busy	.....	Busy
Prince Edward Island—							
Charlottetown	Active	Active	.....	.....	Active	.....	Active
New Brunswick—							
Moncton	Busy	Busy	Busy	.....	Busy	Busy	Quiet
Chatham	Dull	Active	Very busy	.....	.....	.....	(3) Quiet
St. John	.....	.....	Busy	.....	Busy	.....	(4) Quiet
Quebec—							
Quebec	Busy	.....	Busy	.....	Active	Very busy	Active
Three Rivers	Active	Active	Very busy	.....	Active	Very busy	(4) Quiet
Sherbrooke	Busy	.....	Busy	Busy	Busy	Active	Active
St. Hyacinthe	Busy	.....	.....	.....	Very busy	.....	Quiet
Montreal	Active	.....	.....	.....	Busy	.....	Busy
Hull	.....	.....	Busy	Very busy	Busy	.....	Busy
Ontario—							
Ottawa	Busy	.....	Active	.....	Busy	.....	[Quiet
Kingston	Quiet	Dull	Active	.....	Active	Quiet	Active
Belleville	Active	Active	Dull	Busy	Busy	Dull	Very busy
Peterborough	Quiet	Dull	Busy	.....	Busy	Active	Active
Toronto	.....	.....	.....	.....	Active	.....	Busy
Niagara Falls	Quiet	Dull	.....	.....	Busy	Busy	Busy
St. Catharines	Quiet	.....	.....	.....	Active	Quiet	Active
Hamilton	.....	.....	.....	.....	Busy	Quiet	Active
Brantford	.....	.....	.....	.....	Busy	Busy	Quiet
Quelph	.....	.....	.....	.....	Active	.....	Quiet
Berlin	Active	.....	.....	.....	Very busy	.....	Busy
Woodstock	Quiet	.....	.....	.....	Busy	.....	Busy
Stratford	Active	.....	.....	.....	Busy	.....	Quiet
London	Quiet	.....	.....	.....	Busy	Very busy	Active
St. Thomas	Active	.....	.....	.....	Busy	Busy	Active
Chatham	Quiet	.....	.....	Busy	Active	Quiet	Quiet
Windsor	Active	.....	.....	.....	Busy	.....	Quiet
Sault St. Marie	.....	.....	Busy	Active	Busy	.....	Active
Port Arthur and Fort William	.....	.....	Busy	Busy	Busy	Very busy	Busy
Manitoba—							
Winnipeg	Busy	.....	.....	.....	Very busy	.....	Busy
Brandon	Busy	.....	Very busy	.....	Busy	Busy	Very busy
Saskatchewan—							
Moose Jaw	Busy	.....	.....	.....	.....	Busy	Quiet
Alberta—							
Edmonton	.....	Busy	Very busy	Very busy	Busy	Busy	Busy
Calgary	Busy	.....	Busy	Busy	Busy	Busy	Active
British Columbia—							
Nelson	.....	.....	Very busy	Very busy	.....	.....	.....
New Westminster	Quiet	Quiet	Very busy	.....	Busy	.....	Dull
Vancouver	.....	.....	Very busy	.....	Active	.....	Dull
Victoria	.....	.....	Very busy	Busy	Very busy	.....	Active
Nanaimo	Quiet	Busy	Very busy	Busy	.....	Quiet	Quiet

(2) Outside workers busy. (3) Inside workers active. (4) Inside workers active.

DURING THE MONTH OF DECEMBER, 1906.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, SERIES G., No. 37.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment employment prevailing, no account being taken of wages changes, trade disputes and kindred phenomena divided into two groups, the order indicating in each the degree to which general conditions were favour-

Metal, Engineering-Ship-building.	Wood-working.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	Active	Active
Active	.....	Busy	Active	Active	.....	Busy	.....	Busy
Very busy	Busy	Busy	Very busy	.....	.....	Busy	.....	Very busy
Active	Active	Busy	Active	Active	Active	Active	Active	Active
Active	Active	Busy	Guiet	Busy	Quiet	Very Busy	Active	Active
Active	Quiet	Active	Active	Active	Active	Active	Active	Quiet
Active	Quiet	Busy	Active	Very busy	.....	Busy	.....	Active
Active	.....	Busy	Busy	Busy	Quiet	(3) Busy	Active	Dull
Active	.....	Active	Busy	Busy	Active	Busy	Busy	Busy
Active	Active	Busy	Very busy	Very busy	.....	Busy	Active	Active
Busy	Busy	Active	Busy	Active	Very busy	Very busy	Active	Active
Busy	Busy	Active	active	Busy	Active	Active	Busy	Active
.....	Active	.....	Active	.....	.....	Active	.....	Busy
Busy	Active	Busy	Active	.....	Active	Busy	Busy	Quiet
Active	Busy	Busy	Busy	Busy	Active	Busy	Active	Active
Busy	Active	Active	Busy	Active	Busy	Busy	Active	Very busy
Busy	Active	Very busy	Busy	Busy	Active	Very busy	Busy	Active
Busy	Busy	Active	Active	Busy	Active	Busy	Very busy	Quiet
Active	.....	Active	Active	Busy	.....	Busy	Busy	Active
Active	Active	Busy	Busy	Active	Busy	Busy	.....	Active
Active	Active	Busy	Active	Active	Active	(1) Busy	Busy	Quiet
Busy	Very busy	Busy	Busy	Busy	Active	Busy	Active	Quiet
Active	Active	Active	Active	Busy	.....	.....	Very busy	Quiet
Active	Very busy	Busy	Busy	Very busy	Busy	Busy	.....	Quiet
Quiet	Active	Busy	Active	Busy	Active	Busy	Active	Quiet
Busy	Active	Busy	Busy	Active	Active	Busy	Very busy	Quiet
Busy	Busy	Very busy	Busy	Active	Very busy	Very busy	Very busy	Quiet
Active	Quiet	Very busy	Quiet	Busy	.....	Very busy	.....	Quiet
Active	Quiet	Active	Busy	Busy	Busy	Busy	Active	Dull
Active	Busy	Active	Busy	Busy	.....	Busy	Active	Active
Active	Active	Active	Active	Active	.....	Active	Active	Quiet
.....	.....	.....	.....	.....	.....	Very busy	.....	Busy
Busy	Active	Very busy	Busy	Busy	.....	Very busy	Very busy	Quiet
Busy	Active	Active	Busy	Busy	Active	Very busy	Busy	Quiet
Active	Busy	Very busy	Very busy	Busy	Active	Very busy	Active	Active
.....	Busy	Busy	Busy	Busy	Busy	Busy	Busy	Quiet
Busy	Busy	Busy	Very busy	Busy	Busy	Very busy	Busy	Quiet
.....	.....	.....	.....	.....	.....	.....	.....	Active
Active	Active	Active	Active	Busy	Active	Active	Active	Busy
Busy	Active	Busy	Active	Busy	Busy	Busy	Active	Quiet
Quiet	Busy	Busy	Busy	Very busy	Busy	Active	Active	Active
Quiet	.....	Active	Quiet	.....	.....	.....	.....	Busy

(1) Electric Railway employees quiet. (3) Steamboatmen, etc., dull.

Some heavy contracts for additional rolling stock were awarded by Canadian railway companies. It was announced that the Canadian Northern Railway Company would purchase 75 locomotives, 2,500 freight cars and 59 passenger cars. Orders for this equipment have been placed almost entirely with Canadian companies. The Canadian Pacific Railway Company also announced that heavy purchases of rolling stock would be made.

The Canadian Northern Railway line from Halifax to Yarmouth, N.S., was opened for traffic during December; construction on this line was begun four years ago.

The British Columbia Electric Railway Company recently added 300 horse power to its former capacity. The company is running high tension wires to Ladner, B.C., for the supplying of light and power to that town.

Transport.

Christmas passenger traffic on the railways, as a result of the prevailing prosperity, was in excess of any previous season. Freight traffic also was very heavy. The amount of mail handled during the holiday season was greater than in any previous year at a number of points. A large number of extra employees were required in this connection and much overtime was worked. The shortage of cars continued to cause inconvenience to shippers. In western Canada the distribution of coal was seriously hampered. Cattle shippers also complained of losses through lack of distribution facilities. Locomotives, as well as cars, were scarce, the heavy traffic having temporarily disabled a number.

During December 443 vessels, registering 927,124 net tonnage and having on board 1,558,245 tons, passed through the Sault Ste. Marie canals.

It was stated that the Temiscamingue and Northern Ontario Railway would have a considerable surplus as a result of operations during 1906.

The semi-annual convention of the Canadian Street Railway Association was held at Toronto, Ont.

The Trades.

Building.—Outside work was brought to a close in several localities, but the inside branches were exceptionally active and the outlook is for a busy winter season. Plumbers and steamfitters were particularly busy throughout the month.

Metal, engineering and shipbuilding.—Iron workers, iron moulders, machinists, etc., had a good month, though a temporary closing of a number of establishments for stock taking purposes affected employment.

Woodworking and furnishing.—Woodworking establishments were active, though the amount of employment was somewhat less than in November. Compared with December, 1905, however, the month was favourable and the outlook for all branches was promising.

Printing and allied.—Printers and pressmen had a very busy month as a result of the holiday trade. Bookbinders continued very active.

Clothing.—Journeymen tailors were active, and garment workers very active. Boot and shoe workers were increasing in activity.

Leather.—Market conditions were unchanged, leather being in active demand and tanners busy. Trunk and bag makers were very busy.

Food and tobacco preparation.—Bakers had a good month, with prices stable. Confectioners have been very busy for several months past, prices having been well maintained. Millers were busy, a number of the larger mills being reported behind with orders. Tobacco workers and cigar makers had a good month.

Miscellaneous.—The exceptional volume of the Christmas trade rendered miscellaneous employees of all classes very busy. Retail clerks, barbers, restaurant, hotel and delivery employees, were working to full capacity.

Unskilled labour.—The supply of unskilled labour increased considerably at a number of points. In Ontario, however, the demand for farm labour absorbed large numbers, and in western Canada conditions were more favourable than in many years past at this season, the activity of railway construction and

lumbering having created a demand for nearly all of the labour rendered idle by the cessation of work in other branches. In some of the lighter lines of employment, however, there was a surplus of men.

Canadian Trade and Revenue.

Foreign trade.—During November, 1906 the total value of imports entered for consumption, was $36,720,818, compared with $23,635,887 in November, 1905. For the five months ending November 30, 1906, total imports amounted to $148,592,176, ocmpared with $116,535,548 during the corresponding period of 1905. Total domestic exports during November, 1906, amounted to $26,393,965, compared with $29,072,794 in November, 1905. For the five months ending November 30, 1906, the total exports were $115,212,079, compared with $111,791,082 during the corresponding period of 1905. The declines in exports during November were under the heading of agriculture and animals and their products. The chief increases in exports during the five months' period were under the headings of "The Forest" and "Animals and their Produce."

Imperial trade.—According to reports of Canadian commercial agents received at the Department of Trade and Commerce, Canada, an excellent market for hog products of all kinds prevailed in Great Britain. Brush handles, washboards, packing cases, apples, wood blocks and soap were also in good demand. In Newfoundland hay was scarce and high, and in Jamaica trade conditions were buoyant. There was a good demand for reapers and binders in Australia, with a general expansion in imports and exports.

Domestic trade.—The Christmas trade of 1906 was reported the heaviest on record by retailers in all sections of Canada. A noticeable feature was the prevailing demand for goods of a superior quality. The general prosperity was held accountable for this, together with favourable weather and good winter roads. Winter dry-goods in particular were in demand, and shelf hardware was very active. The car shortage in western Canada caused embarrassment to trade at some points, but conditions in British Columbia were very buoyant. Values were firm and collections easy. Wholesale trade was seasonably quiet, though sorting orders were heavy. Bank clearings were very heavy, and Canadian securities upwards, Canadian Pacific Railway stock having reached $200.

A number of Canadian banks held their annual meetings during December. Without exception the statements presented showed an active and prosperous year's business. The bank of Montreal reported net profits, during the year ended October 31, 1906, amounting to $1,797,976.43 out of which the sum of $1,000,000 was credited to rest account. A preliminary statement issued by the Canadian Bank of Commerce for the year ended November 30, 1906, showed net profits of $1,741,125, from which $500,000 was transferred to rest account. The Eastern Townships Bank announced satisfactory earnings, out of which $260,000 were added to reserve. The Bank of Hamilton announced earnings amounting to 15 per cent on paid-up capital; assets of the bank increased from $22,886,048 in 1905 to $32,504,319 in 1906. The bank of Ottawa declared net profits of 14 per cent on capital, and an increase of 16 per cent in the immediately available funds. The Bank of Toronto, for the year ended November 30, 1906, reported net profits of 14.69 per cent compared with 14.49 per cent last year. The Banque d'Hochelaga during the year ended November 30, 1906, made profits amounting to 17.30 per cent, out of which $150,000 was carried to reserve funds.

The Canadian bank statement, for November, 1906, showed total assets of $949,013,077, compared with $935,313,464 in October, 1906, and total liabilities of $778,717,996, compared with $764,655,672 in October. Notes in circulation amounted to $86,011,712 and deposits payable on demand to $183,391,213.

Canadian revenue.—Canadian revenue during December amounted to $7,172,200.58, compared with $6,314,633.76 in December 1905. For the six month

ending December 31, 1906, the total revenue was $43,694,716.58, compared with $37,877,167.35 during the corresponding period of 1905.

The total expenditure on capital account during December was $1,683,746.93, of which the leading items were:—Public works, railways and canals, $1,158,145.54, militia, capital, $207,883.57 and railway subsidies, $181,802.45.

Notes.

A resolution was adopted by the city council of Edmonton, Alta., providing for the payment of *current rates of wages* on all works performed for the city whether by contract or otherwise.

The steel steamer "*Midland Prince*," measuring 486 feet in length, 51 feet in width and 31 feet in depth was successfully launched at Collingwood, Ont. The cost of building was approximately $365,000.

An advisory *Union of Algoma municipalities* was organized at Sault Ste. Marie, Ont., on December 6. The object of the union was stated to be the securing of governmental assistance for the development of the district in the way of roads and other improvements.

The sixth biennial convention of the *International Brotherhood of Maintenance-of-way employees* was held at Toronto, Ont.; upwards of 100 delegates were in attendance. The annual meeting of the *Barbers' Association of the Province of Quebec* was held at Sherbrooke, Que. A meeting of the *Ontario Clay Workers' Association* was held at Toronto, Ont.

It was stated that up to December 1, 47 municipalities had made application for *power* to the Ontario Hydro-electric Power Commission, the total amount of power requested being 143,600 horse power. Detailed estimates of the cost of furnishing electrical energy were supplied by the Commission to a number of municipalities. Public meetings were held at a number of points, including Galt, Brantford and Woodstock, during December, for the purpose of discussing the question. At Toronto and elsewhere by-laws were passed authorizing the conducting of negotiations with the Commission for a supply of power.

The Royal Commission, appointed by the Dominion Government to enquire into the condition of the grain trade, held a number of sittings at Winnipeg, Man., during December, for the purpose of making an investigation into the operations of an alleged *combine* of grain dealers in western Canada. A number of witnesses were examined. It was stated by the secretary of the Winnipeg Grain and Produce Exchange that buyers were notified daily as to the maximum price to be paid to farmers. The Secretary of the North-west Grain Dealers' Association was also examined. A warrant was sworn out, at the instance of the Grain Growers' Association, charging the president of the Grain Exchange and others with conspiracy in restraint of trade. Proceedings were begun later before the Police Magistrate of Winnipeg.

The question of *municipal ownership and operations of telephone systems* has been prominently before the public in the Province of Manitoba during the past few weeks. At a meeting of the Municipal Union of Manitoba during November, the legislation dealing with the subject, passed at the recent session of the provincial legislature, *, was fully discussed. During December a vote was taken under the act in the several municipalities of the province. In a number of municipalities including Winnipeg, an affirmative vote was reported. An official return of the vote polled was not available at the close of the month. It was stated that tenders from the construction of long distance lines would be called for by the government so that the work of erecting poles might be begun as soon as the frost is out of the ground.

Two *free scholarships*, covering four years' tuition in the faculty of Applied Science, in McGill University, have been offered by the Canadian Pacific Railway Company, subject to competitive examination, to apprentices and other employees enrolled on the permanent staff

(*) See May, 1906, issue of *Labour Gazette*, page 1235.

of the company, under 21 years of age, and the minor sons of employees. The competitive examinations will be the regular entrance matriculation examinations of the University held under the supervision of the Faculty of Applied Science at the University, Montreal, Que., beginning June 12, 1907. The two candidates making the highest average and complying with the requirements of admission will be awarded the scholarships, and have the option of taking a course in any department of the Faculty of Applied Science. The scholarships will be renewed from year to year only upon the holders passing satisfactorily the sessional and other examinations prescribed by the Faculty.

II. REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of December, Mr. Emile Pelletier, Montreal, Que., was appointed correspondent to the Labour Gazette for Maisonneuve, Que., and district.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour was more favourable during December than in November. Active negotiations in the early part of December between the two disputing companies, the Dominion Steel and Iron Company and the Dominion Coal Company, were followed by a settlement on the eighth of the month. Temporary though it is, the suspense due to uncertainty was allayed, and labour conditions adjusted themselves almost as suddenly as they had been interrupted. The new agreement will last for two years. The Dominion Coal Company agrees to supply the Steel Company with a minimum quantity of sixty-five thousand tons of coal per month. The Steel Company will pay for thirty thousand tons a month at the rate of $1.75 for slack, and $2.62 for run of mine. For the other thirty-five thousand tons a rate of $2.80 for slack, and $3.05 for run of mine per ton will be paid. Meanwhile, the courts will be asked to interpret the original agreement, and decide whether it is still in force, and if in force, who is responsible for breaking it. The decrease in output of the Dominion mines for the month of November was 44,689 tons, as compared with November, 1905. The first eight days of December showed a comparative decrease in output of 12,000 tons, making in all about 57,000 tons less for the five weeks mentioned, than for a similar period of time in the season of 1905. This amount would average five idle days to the Dominion collieries. The Dominion Coal Company attributed much of its decrease to the exceptionally stormy season, which deranged shipping, and delayed the coal steamers. The closing of the St. Lawrence river had a tendency to quiet conditions. The loss to the steel industry was greater than to the collieries, only one blast furnace producing during the whole month, with a second one put into operation near the end of November. The output for November was scarcely one half that of the previous month. The third blast furnace began producing in the latter part of December, and all the departments became active as before the dispute. Besides coal from the mines of the province large cargoes were brought in from Britain and the United States.

The coal industry continued active throughout the province. Cape Breton, Inverness, Pictou and Cumberland counties were busy, and prospects for another prosperous year seem bright. Every coal producing county is planning for an increased output for 1907. Reserve colliery, French slope, has been laid with heavier tracks. Two ton pit tubs will take the place of the present tub, which when loaded level holds one half ton less than the new one. The mouth of the slope for upward of seventy-five feet will be concreted to secure it against fire.

The blast furnace at Sydney Mines has been relined and other repairs made. This company had a good year, and looks forward to an increased output in steel and coal during the coming year. Sydney No, 3 colliery will be idle a short time for repairs. Shipping was rendered difficult by storms and ice.

Rail transportation was active. Wholesale business was up to the average, and retail trade was active during the first two weeks of the month, but heavy rains just before Christmas destroyed sleighing and affected trade.

Owing to a dispute between the pitboys and the management of the Cumberland Railway and Coal Company the mine was idle for ten days.

On Friday, December 14, fire was discovered in the underground pumphouse of the Hub colliery. The fire started at about 4:30 p. m., and at 10.30 p. m. the fighting force were compelled to leave the mine, the ventilation machinery having become disarranged. At midnight the surface plant, including the shaft and bank head, engine and compressor houses, were in flames. The whole of the surface plant and several loaded coal-cars were destroyed. The loss is estimated at about $200,000. The mine is being flooded from the shore, where the coal crops out under the cliffs, and where an opening was made years ago. The number of men employed was 300 in the busy season, but recently the number was reduced, and most of the work had been confined to development, with the view of a larger output in the summer. The men have found employment at the nearby collieries. Pumping will begin as soon as the Company is assured that the fire is extinguished. The average daily output of the Hub colliery was 750 tons.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Operations in Cumberland up to Christmas week were well advanced, sufficient snow and frost had come to make the moving of logs easy, but the thaw of the last days of December destroyed the roads. As the cut is well advanced and the season early the delay may be easily overcome, and an average cut made.

CONDITION OF PARTICULAR TRADES.

Skilled labourers of the various classes were actively employed.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

December was for the most part a busy month; skilled and unskilled labour was active and conditions generally more active than in December, 1905. Work on private and public contracts was pushed forward with vigour. The outlook for the coming year is bright, not only for the city, but for the province, there being a large increase over last year in the number of new companies seeking incorporation. Confidence prevails in banking and industrial institutions. Another factory to be extended is that of Halifax Brush and Broom Company which has been in existence for about 35 years. A number of Halifax business men have become identified with the new concern, which will continue business with a capital stock of $30,000. The Halifax and Southwestern Railway has been completed, and through trains are expected soon to be running over the whole line. Trains are now running regularly to Liverpool. The new road with its branches, etc., has a mileage of 374 miles, and will have a beneficial effect on trade with the western part of the province.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The fruit crop was not up to expectations, as during the months of June and July insects and fungous pests caused growth to be retarded.

The following is the percentage for 1906:

Baldwins	per centage	76
Ben Davis	"	70
Blenheims	"	70
Bishops pippins	"	60
Golden russetts	"	69
Gravensteins	"	67
King of tomkins	"	68
Nonpareils	"	76
Northern Spies	"	64
Ribston pippins	"	77
Rhode Island greenings	"	61
Roxbury russetts	"	79
Plums	"	62
Pears	"	75
Cranberries	"	75
Currants	"	75
Raspberries	"	87
Strawberries	"	82
Gooseberries	"	76
Vandevre, and other varieties	"	90

Fishing.—Normal conditions prevailed.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, stonecutters and masons had a busy month, but carpenters and joiners were dull. Lathers and plasterers were not as well employed as usual. Painters and decorators and plumbers had a quiet month.

Metal, engineering and shipbuilding.—Blacksmiths and horseshoers had a fairly busy month. Boiler makers had a quiet month.

Printing.—Printers and pressmen were well employed, and bookbinders busy.

Clothing.—Tailors were not as active as if the weather had been more severe.

Food and tobacco preparations.—Bakers and confectioners had an active month

Miscellaneous.—Delivery men found conditions active, but furriers were not as busy as is usual at this time of the year.

Transport.—Local teamsters were not generally as well employed as usual, owing principally to weather conditions.

Unskilled.—This class was well employed, both on the water front,and on city and private contracts. An exceptionally busy month was reported.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

THE GENERAL CONDITION OF THE LABOUR MARKET.

December opened with stormy weather, and building operations, which have been exceedingly active, ceased. The past 10 days, however, have been exceptionally warm, and building was resumed. At this season of the year, there is generally a number of carpenters and stonecutters out of employment; this year, however, work on the interior of buildings gave abundant employment to carpenters, and stonecutters were working in temporary sheds preparing for next year's work. Amherst factories, as well as those in the surrounding towns, were all enjoying marked prosperity, How to fill orders, not how to secure them, was the problem which manufacturers had to face. During the past year, buildings have been enlarged, additional plants installed, and yet every manufacturing industry is finding it a difficult matter to fill orders. Amherst closes the year with two additional industries, and every other industry in town has built extensions to plants. The growth of the town was evidenced by a large increase in custom and freight receipts.

The strike in Springhill caused serious loss to that town.

Wages during the past summer were higher than at any other period in the history of this town. Many unskilled labourers who received only $1.25 in the early spring were being paid $1.75 at the close of the season. Domestic and farm help continued very scarce, and many were corresponding with the Salvation Army Immigration Department with the aim of securing servants and assistants from England.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The Maritime Winter Fair was held here, and was fully up to the average.

Lumbering.—Two cargoes of lumber were shipped from Pugwash this month,

finishing a busy season. A large amount of lumber has been shipped. The lumbermen are now preparing for the winter's work, and the outlook is for a large cut.

Manufacturing.—All factories have been very busy, some working double time. The Rhodes Curry Company is building a new rolling mill which will be ready for occupancy early in February, and which will give employment to one hundred men. Fire early in the month destroyed the general offices, and the pattern loft of the Robb Engineering Company, but new quarters were obtained and no inconvenience in getting out orders resulted. The Malleable Iron Works, a new concern, started business this month, and the product is proving to be of the best quality. They employ from 70 to 80 men. All other lines of manufacturing show an increase, with orders ahead for the future.

Mining.—A strike in the Springhill mines caused the output to be lowered considerably. The boys working there went out on account of one of their number being shifted from one position to another, and the men were compelled to stop work also. The trouble lasted over two weeks when the boys returned to work. The other mines in the locality were all working full time, and wages were good.

CONDITION OF PARTICULAR TRADES.

Building trades. — Bricklayers and masons were very busy; there are still many buildings unfinished, and work has been carried on all month. Carpenters, lathers and plasterers were busy on inside work.

Metal, engineering and shipbuilding.—Moulders and iron workers have been very busy, and different shops were rushed with orders. The same was true of machinists and engineers.

Woodworking and furnishing trades.—Wood workers had plenty of work, and wages were high. Car builders were very busy. Rhodes Curry Company's total output of cars of all kinds during 1906 will be over 2,700.

Printing and allied.—Printers were busy with plenty of work in prospect.

Clothing.—The month has been a very busy one, and journeymen tailors have been working overtime to keep up with orders.

Unskilled labour.—The demand has far exceeded the supply available, and wages were high.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during December was in somewhat better condition than during November, when an unusual succession of storms and wet weather caused delay. During December all possible advantage was taken of the good weather, and a number of buildings, including the enlargement of Prince of Wales College, and the new railway station, have been advanced so that work on the interior can be carried on. Except on a residence or two, building is about over for the season. Among buildings about completed is the Arena skating rink, on which a large number of workmen were employed. For the Christmas trade a large number of temporary clerks were employed. The merchants reported a good business, although heavy rains on December 24, had an unfavourable effect. About the middle of the month there was a congestion of freight at Pictou and merchants suffered from the delay of goods. After the two winter steamers began running the congestion was considerably reduced, and at the end of the month conditions were about normal.

Civic improvements during 1906, in Charlottetown included new concrete sidewalks and macadamized streets. Of the latter a third of a mile was made, and of the former, about a mile. Building operations have been on an extensive scale. As a whole this year has been a good one for contractors and those engaged in the building trades, as in addi-

tion to new work, there has been plenty of repairing and supplying.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—During the two first weeks of the month the farmers took advantage of the good roads and cold weather to market pork, and shipping was fairly brisk until the middle of the month.

Fishing.—Considerable quantities of smelts and eels were shipped to the United States.

Manufacturing. — Conditions were normal with the supply of, and demand for labour well balanced.

Railroad construction and employment. The Charlottetown railway station has been roofed in. Considerable progress has been made toward the completion of the railway freight shed and work shops.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers and plasterers, plumbers, gas and steam-fitters were active.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers, steam engineers, and blacksmiths were active.

Woodworking and furnishing.—Woodworkers, upholsterers and car builders were actively employed.

Printing.—Printers and bookbinders were busy.

Clothing.—Journeymen tailors, garment workers, boot and shoemakers were active.

Food and tobacco workers.—Bakers and confectioners, and tobacco workers were active.

Leather.—Tanners and curriers had a quiet month, but saddlers were active.

Miscellaneous.—Clerks and delivery employees were busy.

Transport.—Railway train crews, railway telegraphers, switchmen, trackmen and freight-handlers, and longshoremen employed at Georgetown were active.

Unskilled.—There was a fair demand.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fairly well employed throughout December, and though less active than in November showed a marked improvement compared with corresponding month of last year. Exceptionally severe weather during the first half of the month checked building operations and corporation works. Work on the new Intercolonial Railway car shops has been suspended until the severest part of the winter is over several carpenters and labours, however, were still employed at frames, moulds, etc., in anticipation of spring, when the work will be pushed with vigour. Work on two large brick buildings on Main street has been rapidly forwarded, and they are now nearing completion. The outlook for building during 1907 is very bright. Plans for the erection of a large number of residences are being made, and in some cases the contracts have been let; as a consequence the woodworking factories are running with large complements of men. The Builders' Woodworking Company has sixty-one carpenters employed at present time, and contract work enough on hand to last the winter. This company intends building a new warehouse and a large extension to its factory. The Paul Lea Company has also a large staff of workmen, and is actively engaged on job and contract work. The contracts for new locomotive shops, to be erected during the coming year, have been let to Messrs. E. A. Walberg and Company, the price being in the vicinity of $500,000.00. These shops are in addition to the car shops, which are being erected here by the same firm. The estimates brought down at Ottawa include a vote of $620,000 for shops and machinery, at Moncton, and $30,000 for improvements at Sackville. The New Brunswick Wire Fence Company, Limited, reported a prosperous year with an output double that of last

year. This company is building a large annex to its plant and installing new machinery, among which will be a new wire fence weaving machine of the latest pattern. The cotton factory, the foundry, the barrel factory and other manufacturing establishments all reported a good month. Wholesale trade had an average month. In most cases retail traders stated that business was considerably in excess of that of the corresponding month of last year. Real estate, especially in the west end, is high. Rents are also high, with few houses to be got. Bank collections were easy. Wages, hours of labour, including hours of closing were unchanged. Relations between employers and employees were of a cordial character.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Good snow roads facilitated the marketing of farm produce. With the exception of beef, good prices were realized, as follows:—Loose hay, delivered, $12 per ton; pressed hay, $14 per ton; oats, 50 to 55 cents per bushel; butter, 22 to 27 cents per pound; eggs, 25 to 30 cents per dozen; geese, $1.25 to $1.50 each, and turkeys, 18 to 20 cents per pound. Large quantities of cordwood are being brought into the city, selling at $4 per cord for the best quality, which is lower than last year's quotations. Owing to the scarcity of hay, cattle have been cheap, but horses are scarce and bring good prices.

Fishing.—Smelt fishing at Shediac has been good, and large exportations to the American markets are being made.

Lumbering.—In the outlying districts lumbering was actively carried on, and men and teams were in good demand at fair wages.

CONDITION OF PARTICULAR TRADES.

Building.—These trades have been quiet, but fair for the season of the year. Plumbers were busy.

Metal, engineering and shipbuilding.—All branches reported a good month with conditions normal.

Woodworking and furnishing.—These trades were active, considering the season.

Printing.—Printers and pressmen had a busy month. Job printing has been heavy; work in these lines was further increased by the demand for Christmas printing, engraving, etc.

Clothing.—Employees reported a fairly good month.

Food and tobacco preparation.—Bakers and butchers were busy.

Leather.—Conditions were quiet.

Miscellaneous.—Barbers had fair employment, and clerks and stenographers reported conditions good. Hotel, laundry and delivery employees were active.

Transport.—Railway employees had a good month. Large quantities of freight were constantly on the move with, passenger traffic unusually heavy for the season. Draymen, teamsters and expressmen had a very busy month.

Unskilled.—This class was fairly well employed. During the heavy snow falls in the first half of the month, considerable difficulty was experienced by the railroads in securing men for shovelling.

CHATHAM, N. B., AND DISTRICT.

Mr. Theo. DesBrisay, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour during December was quiet though men were scarce, the labourers belonging to this district being engaged largely in lumbering. Some were engaged also in fishing through the ice, and in packing the fish. The weather has been very cold, and business at the beginning of the month was quiet, but was more active during the holiday season. There was no unre in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This industry was dull owing to seasonal conditions. Farm

produce was very scarce and high in price.

Fishing.—This industry was active. The catch of smelts and tomcods to date was less than usual. The scarcity in smelts was such that in spite of the high price obtained (5 cents per pound) the fishermen were very short in their usual revenues. Tomcods were selling at 75 cents per barrel on the ice.

Lumbering.—Operations were fully as extensive as last season. Box, shook, barrel and shingle mills were still in operation on the river. All available men were in the woods. The transatlantic shipments of sawn lumber from Chatham since July, 1906, are as follows:

	Superficial feet.
Deals	48,415,267
Ends	2,190,576
Scantling	3,605,445
Boards	2,734,301
Laths	4,787,500
Shingles	430,000

The value of the above was $860,738.00. Shipment are now being made by rail to Buffalo.

Shipments of sawn lumber from the Port of Miramichi, for the season of 1906, were as follows:—

Shipper.	superficial feet.
F. C. Keale	36,650,985
J. B. Snowball Co., Ltd	25,349,275
W. H. McKay	17,930,186
D. & G. Ritchie Co	12,131,000
E. Hutchison	10,544,230
Geo. Burchill & Sons	6,105,000
Rose Bank Lumber Co	1,819,308
Total	110,529,984

Manufacturing.—Conditions were active

CONDITIONS OF PARTICULAR TRADES.

Building.—Indoor workers were active the others being very quiet. The construction of the Roman Catholic Cathedral was still being proceeded with, the contractor being desirous of completing his contract early in January.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, coremakers, machinists, electrical workers, linemen, boiler makers and iron ship builders were active.

Woodworking and furnishing.—These trades were quiet.

Printing and allied.—Printers and pressmen were active.

Clothing.—Activity prevailed among journeymen tailors and boot and shoe workers.

Food and tobacco preparation.—Butchers and meat cutters were active. Ice cutters had commenced their busy season.

Miscellaneous.—Barbers, furriers, clerks, delivery employees and hotel and restaurant employees were active.

Transport.—Railway empl oye es were active, as were also cab drivers and teamsters.

Unskilled labour.—There was not much demand for this class, but men were scarce.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market improved during December, and all branches of industry were well employed, except bricklayers and masons. Sawing has ceased at most of the mills for the season, the season just closed being a very satisfactory one. The winter port business opened November 21, and on December 15, the cargoes of ten steamships, which sailed for Great Britan, Antwerp and Havre, were filed at the customs house. These vessels took away Canadian goods valued at $1,038,950 and foreign goods valued at $369,464. The shipments of wheat consisted of 225,821 bushels, valued at $231,900. Bank clearings for the five weeks ending December 27, were $6,269,818, and for the corresponding period last year $5,381, 849, being $885,969 greater in

1906 than in 1905, and $1,345,468 greater than during the four weeks ended November 22, of the current year. Wholesale and retail dealers reported trade better during the Christmas holidays than for years past, and stated that purchasers bought a better quality of goods than formerly. At a special meeting of the City Council, held December 14, the recommendation of the Salaries Committee were adopted. In the Treasury Department, one clerk has his salary increased from $800 to $900 per annum, while another clerk receives an increase of $5.00 per month. In the Ferry Department, the Captain's salary was increased from $55.00 to $60.00 per month; four collectors received increases from $42.00 to $47.00 per month; four gatemen from $38.50 to $43.50, per month, and one oiler from $40.00 to $45.00 per month. In the Public Works Department, the gardener's wages were raised from $1.75 per day to $2.00. In the Water and Sewerage Department two mechanics' wages were raised from $10.00 to $11.00 per week, and two other employees received increases from $9.00 to $10.00 per week. In the public Safety Department one employee's wages were raised from $1.15 to $1.35 per day. These increases date from January, 1907.

The strike of the Canadian Express Company's agents along the line of the Intercolonial Railway was called off on November 28. The settlement reached was a compromise, and as follows:— An increase in wages from 10 to 15 per cent., on outward; half of 15 per cent., on through outward; a minimum of $2.00 and the conditions at transfer points to be considered.

Supplementary letters patent have been issued to the Perth Milling Company, increasing its capitial from $10,000 to $59,000, also incorporating the St. Martin's Railway Company, capitalized at $99,000. Incorporation has been granted the Perth Electric Company, with a capital of $49,000, and the St. John Pulp and Paper Company, capitalised at $275,000. The Dunn pork factory, at Fairville, is to be sold at public auction on Jaunary 12. On December the 22nd the City Chamberlain paid out $8,136.39 to city employees for the month as follows: — Officials, $2,434.69; public works, $433.15; police $2,309.15; fire and salvage, $1,225.00; markets, $184.59, and ferry $1,049.81. On December 14, the City Chamberlain also paid out $3,570.51 in payment for labour performed during previous fortnight, as follows: On the ferry, $151.97; streets, $1,368.96; on water and sewerage works, $2,049.58. The Canada Foundry Co., Limited, has been awarded the contract for the superstructure of the Hawkshaw bridge across the St. John river. The contract price is said to be in the vicinity of $30,000.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Nearly all the men employed in lumbering operations by the firm Dunn and Gregory, on the Lepreau, returned for Christmas. The Company paid off the men, distributing about $11,000. The firm's operations this year will amount to fully 10,000,000 feet. A timber berth of two square miles on the Serpentine stream, Victoria County, was sold at auction at the Crown Lands Office, Fredericton, on December 5, and was bid in by Donald Fraser and Sons, at the upset price of $20.00 per square mile.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters and joiners, plumbers, gas and steamfitters were active. Bricklayers, and masons, painters and decorators, stone cutters and builders' labourers found conditions dull.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers, steam-engineers blacksmiths and boilermakers were active; electrical workers and linemen were very active; sheet metal workers busy; and horseshoers fairly well employed.

Woodworking and furnishing.—Woodworkers were active, and shingle weavers dull.

Printing.—Printers and pressmen were very active. Bookbinders were active.

Clothing.—Journeymen tailors were active.

Food and tobacco preparation.—Bakers and confectioners were very busy filling orders for the Christmas trade. Butchers and meat cutters were busy, and cigar-makers active.

Miscellaneous.—Broom makers and brush workers were very active.

Transport.—Railroad train crews, switchmen, trackmen and freight-handlers were very active. Steamboat-men and firemen were active; ship labourers very busy; and street railway employees, teamsters and expressmen active.

Unskilled.—Conditions with this class were active.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and E. Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A number of heavy snow-storms, alternating with severe frosts interfered with outside operations, and little work was done on the building trades, though work was continued on one large building. The cessation of work on Cape Diamond threw a large number out of employment. The close of navigation also rendered a number of ship-labourers and longshore-men idle. As a result, the supply of unskilled labourers was in excess of the demand for the first time in several months. The indoor trades, however, were well employed and the harvesting of the ice crop commenced on December 17, fully 2 weeks earlier than usual; the thickness of the ice had already reached 15-inches. Plumbers were active as a result of the cold weather. Milkmen increased the price of milk to 10 cents per quart on December 1. A number of iron workers, engaged during the summer months on the Quebec bridge, stopped work on December 1. Men engaged in construction work on lighthouses in the Gulf of St. Lawrence, during the past summer, returned to Quebec. The steamer "Degama", Capt. Keene, which sailed on December 3, was the last steamer to leave for sea this season. Christmas trade was particularly heavy and retail establishments were very busy, money being plentiful. An extension of the Chateau Frontenac has been decided upon. The outlook for building in 1907 was particularly favourable.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers profited by the good snow roads in marketing produce. Prices ranged high: pork by the carcase bringing 9–9½ cents per lb.; mutton, 7–9 cents per lb.; chickens, 11–13 cents per lb.; geese, 15–18 cents per lb. and butter 24–28 cents per lb.

Lumbering.—The outlook is that the cut during the present winter season will exceed that of 1905–06.

Railway construction.—A party of 68 Scotchmen arrived on December 14, for Transcontinental Railway construction work. They disembarked at Halifax, and were conveyed by railway to the section of the Transcontinental above La Tuque. Excellent progress was reported on the La Tuque branch of the Transcontinental Railway, about 2,000 men being now employed.

CONDITION OF PARTICULAR TRADES.

Building.—The outside branches were on the whole dull. Carpenters, lathers, plasterers and painters were active, and plumbers very busy.

Metal, engineering and shipbuilding.—Iron workers, iron moulders, machinists, engineers, etc., were quiet. Electrical workers and linemen were active. The other branches were somewhat quiet.

Printing.—Printers, pressmen and bookbinders were busy.

Clothing.—Tailors and garment makers were busy; boot and shoe workers were active.

Food and tobacco preparation.—Bakers and butchers were very busy. Cigar-makers were busy; ice handlers were becoming very busy.

Leather.—Conditions were somewhat quiet.

Miscellaneous.—Furriers, laundry workers, etc., were busy.

Transport.—Railway employees were busy. Steamboat men, ship labourers, cab drivers, etc., were quiet.

Unskilled labour.—Dullness prevailed.

THREE RIVERS, QUE., AND DISTRICT.

Mr. John Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour continued to be fairly well employed and prospects were favourable for a busy winter trade. All labourers of experience could find employment. The different industries were in a flourishing condition, all factories having been able to keep full forces of men continuously employed. A new glove factory will be in operation in a few weeks. The wholesale and retail grocery and dry goods stores were exceptionally busy. The transportation business was especially active. General wholesale and retail business was very active; and would have been still better had not the last snow storms interfered with and partly spoiled the good roads. The month was free from labour disturbances.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm produce was selling well at very good prices, as follows: Hay, $13.00 per 100 bundles; oats, 35 to 40 cents per bushel; potatoes, 50 to 55 per bushel; butter, 25 to 26 cents per lb.; eggs, from 22 to 30 cents per dozen; chicken, 75 cents to $1.00 per couple; turkeys, 16 cents per lb.; geese, 10 to 12 cents per lb.; beef, 5 to 6 cents per lb.

Fishing.—Conditions were rather dull, but tommy cods were arriving the latter part of the month. Hundred of dollars are made by farmers along the north shore of the St. Lawrence river in this district during the period the fish remain here, that is, during the end of December, and the whole of January.

Manufacturing.—All industrial establishments have been busy, with satisfactory results. As a rule, these establishments close down each year from January 1st to about the 8th or 9th, for the purpose of making inventories.

Mining.—Conditions in the mining industry were rather quiet.

Railroad construction and employment.—The St. Maurice Valley Railway contractors have a large staff of workmen employed day and night with the object of completing construction as soon as possible, so as to gain the bonus offered by City Council.

CONDITION OF PARTICULAR TRADES.

Building.—This trade enjoyed a fair amount of employment during the earlier part of the month, but outdoor work has ceased until spring. A few bricklayers and masons are engaged finishing contracts on brick buildings, and one on concrete at from 40 to 50 cents an hour. Other than bricklayers and masons were experiencing rather dull conditions, as is usual at this time of the year. Builders' labourers are finding employment in the shanties.

Metal, engineering and shipbuilding.—Linemen, blacksmiths, horseshoers and jewellers were busy, and all other branches of the metal trade were indifferently employed during the month.

Woodworking and furnishing trades.—Coopers were busy, and varnishers and polishers fairly busy. All other trades were somewhat dull.

Printing.—Printers busy, and bookbinders were fairly busy.

Clothing.—Very busy conditions prevailed.

Food and tobacco preparation.—Bakers and confectioners, cigar makers and tobacco workers were very busy.

Leather.—Tanners and curriers were fairly busy, and leather workers quiet.

Miscellaneous.—Clerks and stenographers were busy, and all others were very busy.

Transport.—All were busy, and freight-handlers exceptionally so.

Unskilled.—Labour busy, conditions prevailed.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during December were active. Building operations were somewhat retarded by the weather, but manufacturing establishments were running to full capacity. All branches of retail trade reported an exceptionally good Christmas season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The good roads have enabled farmers to haul wood, for which there has been a good demand. Hay was reported scarce, and was advanced in price.

Lumbering.—Conditions were favourable, but there was a scarcity of men. From $35.00 to $40.00 per month has been offered in the Central Quebec district for suitable men. The cut is expected to be double that of last year.

Manufacturing. — All branches were busy.

Mining.—Outside operations have been suspended, but in the asbestos mining sections the mills will be kept running all winter, so as to get ahead of orders.

Railway construction.—Work has been practically suspended, but employment is given to the men in keeping lines cleared from snow.

CONDITION OF PARTICULAR TRADES.

Building.—Employees were quiet owing to the severity of the weather. Plumbers were active.

Metal, engineering and shipbuilding.—Moulders, machinists and iron workers have been busy.

Woodworking and furnishing.—Woodworking, upholsterers, carriage and waggon makers and pattern makers were active.

Printing.—Printers and other employees have been busy.

Clothing.—Journeymen tailors and garment workers were very busy.

Food and tobacco preparation.—Bakers and confectioners have been very busy, while butchers and meat cutters, and ice handlers were busy, and cigar makers active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees and furriers were busy. Hotel and restaurant employees were active.

Transport.—Railway employees, cab drivers, teamsters and expressmen were busy.

Unskilled.—Conditions were active.

DISTRICT NOTES.

The Dominion Exhibition grant of $50,000 has been awarded to the Eastern Townships Agricultural Association. The directors are preparing plans for a new building to accommodate the exhibits.

Black Lake.—Another Asbestos Company has been formed. During the past few years there has been a greatly increased demand for asbestos; so great has been the demand this year that in many cases the asbestos mills will have to run all winter to fill orders. The new Company is composed of American capitalists, who have purchased a portion of the property belonging to the Standard Asbestos Company. The Company will have an operating capital of $500,000. Work will be pushed ahead with all dispatch to have the property in operation at as early a date as possible.

The Richmond and Drummond County Cheese and Butter Association met at Richmond on the 22nd November. The reports presented were very satisfactory. There had been 160,000 lbs. more cheese and 60,000 lbs. less butter made by the Syndicate during the year than in 1905, but the receipts were $15,000 in excess of the previous year. In all 776,689 lbs. of cheese were made, realizing $87,762.50 and 240,628 lbs. of butter which sold for $53,772.65, making a total for the season of $141,535.15.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was very active during December. Weather conditions were favourable for all kinds of work. Building was dull, there being very few new buildings in course of erection or repair. The sash and door factories had orders on hand sufficient to keep them running steadily. The iron industry was very active, a number of new hands having found employment in the different branches. The boot and shoe factories were busier than in November, with orders ahead for several months' work. At a meeting of the City Council held on December 3, the Finance Committee, charged with the examination of the books of the J. A. & M. Coté Company made a report, showing that this firm employed a staff of 165 persons during the year, and paid $48,374.28 in salaries, whereas their obligations only required the employment of 150 persons, and the payment of $30,000 in wages. The Distillery Company commenced the erection of a large building. The leather industry was still very active. The Duclos, Payan Company finished its new additions, and owing to the increase in its plant a number of new hands found employment. The Casavant Organ Factory was in full operation. Wholesale and retail trade throughout the district was exceptionally active, especially during the holiday season. Banks reported an active month with regular payments. There were no changes in wages or hours, and relations were cordial between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Conditions continued very active, farmers being busy carting cord wood and farm products which sell readily. Hay was very scarce and dear. Butter and cheese brought good prices. The following figures furnished by the chief of the curing room, established by the Federal Government at St. Hyacinthe will be of interest: In 1906, 25,080 packages of butter, weighing 1,404,480 lbs. were sold for $311,196.88, or an average of 22 5-32 cents per lb. There were also sold 37,709 cases of cheese weighing 316,720 lbs. for $360,666.00, or an average of 11 3-32 cents per lb., which would make a total butter and cheese product worth $671,863.48. Only 65 factories were represented on the board, and 17 Montreal firms sent representatives to purchase the produce. Considering the fact that the product of a number of factories is not boarded, it may be estimated that during the season of 1906, the sum of $1,250,000 has been paid through St. Hyacinthe Banks to farmers of this district. There were deposited in the curing room 110,946 boxes of cheese, weighing 974,224 lbs. and selling for $105,598.36, or an average of 12 1-8 cents per lb. From the complete report of the season's dairying operations the production of cheese was much larger this year than in the past, and the production of butter decreased considerably. The high price of cheese was responsible for this condition. Farm labour was well employed, the supply being equal to the demand.

Manufacturing.—Wood working factories were active, and all other manufacturing establishments had a busy month the industrial situation being most favourable and giving promise of a most prosperous spring season.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers, plasterers, stonecutters and builders' labourers had a quiet month. Painters were fairly busy, and plumbers, gas and steam fitters were active.

Metal, engineering and shipbuilding.—The different branches reported a very active month.

Woodworking and furnishing.—Woodworkers of all classes were exceptionally active.

Printing and allied.—Printers, pressmen and bookbinders were well employed.

Clothing.—These trades were very active.

Food and tobacco preparation.—Bakers, confectioners and butchers were very busy. Cigar makers had a fair month.

Leather.—Very active conditions prevailed.

Miscellaneous.—Barbers, clerks, delivery, hotel and restaurant employees had a good month.

Transport.—Railway employees had a most active month, and some new hands were taken on.

Unskilled labour.—This class had a very fair month. The demand for labourers slackened somewhat, and the supply was equal.

MONTREAL, QUE., AND DISTRICT.

Mr. Gustave Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The year 1906 has been phenomenal as far as building operations in the City of Montreal were concerned. There was an increase not only in the number of permits issued, but also in the total value of the erections. The total permits to December 28 numbered 1,484, compared with 1,145 up to December 31, 1905. The value of buildings to same date was $7,745,380, compared with $4,779,380 for last year, or an increase of $2,965,643. The permits by months were as follows:—

Month.	Number of permits.	Value.
		$ cts.
January	26	65,075.00
February	70	158,481.00
March	109	262,215.00
April	251	873,440.00
May	142	855,580.00
June	166	2,343,597.00
July	128	950,135.00
August	128	468,657.00
September	166	725,505.00
October	170	560,925.00
November	108	431,650.00
December (to 28)	26	49,745.00

The classes of buildings were as follows: 1,240 residences, 2,242 tenements, 70 stores, 28 warehouses, 41 factories, 4 churches, 6 school-houses, 1 hotel and 3 office buildings. Permits for repairs showed a decrease of 30 in number. The total number was 519 for 1906, as against 549 in 1905. On the other hand the value of repairs was much greater, being $891,365, as against $811,313, or an increase of $80,047.

The civic estimates of Montreal for the different services amount for the year 1907 to the sum of $4,807,271.00. The chief item was that of salaries, providing for several individual increases of from $50 to $500 per year, as follows:—

Officers.	Former salary.	Present salary.
Assistant City Clerk	$2,800.00	$3,300.00
City Auditor	3,500.00	4,000.00
Waterw'rks Superintendent	3,300.00	3,500.00
Assistant City Attorney	3,000.00	3,300.00
Clerk of Recorder's Court	2,000.00	2,500.00
City Attorney	5,000.00	5,250.00
Asst. Clerk of Recorder's Court	1,600.00	2,200.00

Several other heads of departments received increases of from $100.00 to $250.00. The chiefs of police, of detectives, of the fire brigade, as well as the sub-chiefs of their departments, received an allowance for a horse and waggon being equivalent to an increase. Clerks of all classes received an increase of $50.00 a year each. The firemen of grades 2 and 3 received an increase of $25.00. The first grade men receive the same salary, $700.00 as before, the new scale of salaries being $700.00, $650.00 and $600.00. All new men at present engaged or to be engaged in future will receive $600.00. Other increases were:—

23 Captains	from $700 to $750.
16 Fire engine engineers	from 760 to 800.
23 Foremen	from 725 to 750.

In the police department the police constables appear in the estimates for a salary equal to that of a fireman, that is that they will receive an increase of 50

cents per individual. The salary of three inspectors was increased from $1,500.00 to $1,600.00, that of the captains from $1,000.00 to $1,050.00, lieutenants from $700.00 to $800.00 and sergeants from $675.00 to $775.00. The police force this year will cost $442,671, as against $371,542 last year, the fire department, exclusive of the lighting and fire alarm system, will cost $335,244,-00, compared with $304,507.00 last year and the salaries of 272 firemen will amount to $182,550.00, in place of $165,870.00. The sum of $15,000.00 was set aside for charitable purposes; $45,000.00 instead of $32,000.00 for street sprinkling; $8,260.00 for the Municipal Gazette, which is $3,000.00 less than this service cost in 1906. The Finance Committee obtained $567,486.00, compared with $447,961.84 last year, and the reserve was increased to $240,364.00.

During the season which has just closed, traffic was very heavy on the Lachine Canal. A large increase was shown in grain, cheese and lumber shipments. For example, there was forwarded from the Ottawa River 122,-720,000 feet of lumber. About 8,500,000 bushels of wheat passed through the canal and also more than 200,000 boxes of cheese coming from Ontario. The following are the official returns of traffic passing through the canal during 1906, as prepared by the Superintendent of the Bureau of Statistics:—

Wheat	8,411,165	bushels
Corn	1,466,846	"
Oats	2,109,833	"
Barley	770,126	"
Linseed	2,694,452	"
Peas	6,875	"
Total	15,459,297	"
Flour	76,171	bbls. & sacks
Whisky	3,613	" & cases
Lard	8,478	packages
Cheese	223,588	"
Butter	3,552	"
Eggs	6,937	"
Coal from west	311,173	tons
" " Nova Scotia	54,696	"
Ottawa lumber	122,720,000	feet

The Statistical Bureau granted 5,732 pass permits, compared with 5,476 last year, or an increase of 256. If canal tolls had not been abolished the Bureau would have collected the sum of $57,705.-63, as against $50,173.38, or an increase of $7,531.25. During the year there passed through the canal 1,239 Canadian steamers and 1,589 Canadian barges, 5 American steamers and 146 American barges. These different vessels carried 522,210 tons of merchandize, 37,606 passengers and 34,735 feet of lumber.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported a very favourable month.

Manufacturing.—Conditions were very active.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters and joiners were active; plumbers, gas and steam fitters and stone cutters were busy. Bricklayers, masons, painters and paperhangers were fairly busy.

Metal, engineering and shipbuilding.—The branches connected with building were active; the other branches were busy.

Woodworking and furnishing.—Woodworkers, carriage and furniture workers were active. Coopers had a good month.

Printing and allied.—Printers, pressmen and book binders were active, those employed in job offices being particularly so.

Clothing.—Active conditions were reported.

Food and tobacco preparation.—Bakers, confectioners and butchers were very active. Cigar workers were active in the beginning of the month. Ice cutters and drivers were busy.

Leather.—Activity prevailed.

Miscellaneous.—Delivery employees, furriers, hotel, restaurant, theatre and laundry employees were very active; barbers were active.

Transport.—Railway employees and street railway employees were active; cab drivers, teamsters, etc., had a fair month, but steamboat men and wharfingers were in their off-season.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferriere, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was abundance of employment during December, and some scarcity in the supply of labour. The wages of unskilled labourers were slightly higher than is usual at this season, being 16½ cents per hour instead of 15 cents per hour. The city was experiencing difficulty in securing sufficient men for civic improvement work. The chief work in progress was the improvement of the water supply system, which includes the laying of a 30-inch pipe a distance of 450 feet from the shore of the Ottawa River, and the construction of a well and in-take tank. A portion of the shop of the Caldwell Clothing Company was closed down recently. The factory was later purchased by Mr. T. Lindsay, of Ottawa, who will employ 150 hands on beginning operations.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters were being paid 22-25 cents per hour, working 9 hours per day. Painters are paid from $2.00 to $2.50 per day; stone cutters receive 43 cents per hour and bricklayers receive 45 cents per hour.

OTTAWA, ONT., AND DISTRICT.

Mr. T. W. Quayle, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

December brought to a close a year of great prosperity, free from serious industrial or commercial disturbances, and of exceptional activity in all lines. There was the usual number of unemployed, owing to the closing down of outdoor work. There was no distress reported, however, though charitable institutions had opportunities for relief work. The Christmas trade was very heavy, far exceeding that of other years, starting earlier and steadily increasing each day. The stores were thronged with buyers, and money was plentiful.

An important event of the month was the passing by the City Council of a by-law compelling the closing of certain stores at 7 o'clock on Saturday nights instead of 11 o'clock. The by-law was opposed by a minority of the merchants interested. It is restricted to the classes of merchants which petitioned for it. These are the vendors of carpets and furnishings, dry goods, men's furnishing, hats, caps, furs, millinery, ready made clothing, hardware, sporting goods, house furnishing, and merchants tailors. Other lines may keep open as at present. An exception is made in the case of Saturdays preceding a Monday public holiday.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather was most favourable to the marketing of produce. Farmers continued to receive very high prices for nearly all lines of produce. Dairy products continued very high, guaranteed fresh eggs selling for 50 cents to 60 cents per dozen, and butter 28 to 32 cents a pound.

Lumbering.—This industry was quiet, nearly all the mills being closed for the winter.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were quiet, the greater part of building operations having closed for the winter.

Metal, engineering and shipbuilding.—The iron trades were busy considering the season. W. J. Campbell's new boiler factory was running to full capacity, and a large addition is in the course of construction.

Woodworking and furnishing.—The woodworking factories were all running, and car workers and upholsterers were well employed.

Printing.—The printing trades were busy and a scarcity of linotype operators was reported. Men leaving the city are hard to replace.

Clothing.—These trades were active.

Leather.—Leather workers were all reported busy.

Transport.—Employees engaged in the transportation service were all busy. The Ottawa Electric Railway Company followed the custom of previous years and gave some of the older men, and those who merited it by faithful service, a bonus The Company's business is growing rapidly, a fact evidenced by the dividend to shareholders being increased from 8 to 12 per cent.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was very active during December. Considerable outside work was done in the building trades during the latter part of the month. During the earlier part of the month much inside work was carried on. The Christmas trade was reported above that of preceding years in nearly all lines. Good weather, good sleighing and easy money were conducive to this end. On the Saturday before Christmas, 243 packages arrived by the British mail, the greatest number to come here at one time. Other incoming mails were correspondingly large.

The Annual Financial Statement of the Kingston Waterworks Department shows the largest surplus and revenue in the history of the concern. The profits for the year amounted to nearly $7,000.00. The Superintendent's Statement showed: revenue, $37,509.21; working expenses, $10,153.43; debentures and interest, $17,405.25; total expenses, $30,-558.68; excess of reveue over expenditure, $6,950.53; expenditure on capital account, $1,444.91.

There are more vessels in winter quarters at this port than ever before. Kingston's sheltered harbour and the two dry-docks are accountable for the preference shown by steamship companies.

The Montreal Transportation Company has decided on extensive additions to its fleet of steamers. An order has been placed with the Clyde Shipbuilding firm for the construction of two large steamships, which it is expected will be ready for the service by next May. Several of the other boats formerly used by the Company are to receive an overhauling during the winter season. A company's expert will leave in February to oversee the construction of the vessels there. Towards the end of the month, G.T.R. trains suffered somewhat from snow blockades in this district.

Work on the new medical college building at Queen's has been suspended until spring.

There were no changes in the rates of wages or hours of labour, and no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculturists were not very busy.

Fishing was dull.

Lumbering was more active than in November.

Manufacturing of all kinds continued active.

Railroad construction was quiet.

CONDITION OF PARTICULAR TRADES.

Building.—Several branches were active during the month.

Metal, engineering and shipbuilding.—These trades were active.

Woodworking and furnishing.—These trades reported a busy month.

Printing and allied.—Printers were very active.

Clothing.—These trades reported a busy month.

Food and tobacco preparation.—Bakers, confectioners and butchers were busy. Cigar makers slackened towards the end of the month; the forepart was busy.

Leather.—Tanners were active.

Miscellaneous.—Barbers and broom makers were active; clerks, delivery employees, furriers, hotel and laundry workers were rushed.

Transport.—All branches of the transport business was active.

Unskilled labour.—This class was not quite so much in demand. A number of strangers, among them some from the United States arrived in the city looking for work.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during December were more active than last year and compared favourably with November, especially in manufacturing. The early part of the month was favourable to outside work, and a large amount of building was carried on. The outlook is for a good ice crop. Farmers obtained high prices for all kinds of produce. Crops generally were abundant. The dividends from the cheese factories were paid this month, causing considerable activity in banking circles. Cheese averaged nearly 12 cents per pound all season, the highest price in the history of the district. Both retail and wholesale merchants reported a very active month, and there were very few men necessarily idle in the city.

The Belleville cement works and the rolling mills furnish work for many labourers, and at times for skilled men. The former plant gave employment to several bricklayers and carpenters during December on additions and improvements The rolling mills management started working a double shift and additional skilled and unskilled men were given employment at good wages. The mills were closed down for a week at Christmas, during which improvements and repairs were made. The Belleville Hardware Company is continually adding a number of skilled men to its staff. The Marsh & Henthorne Foundry Company found it hard keeping up with orders. The Machine Company was very busy. The two shirt factories were very active and considerable overtime was made. The outside work on the house of refuge has been nearly completed, and a large staff of lathers plasterers carpenters, plumbers, etc., are busy at the interior. The new Merchants' Bank is giving employment to many skilled workmen. Owing to the favourable weather unskilled labour was actively employed. There were no changes in wages or hours, and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Fishing.--Rough fish were plentiful during the first part of the month. Local fishermen reported a good season, whitefish and herring being abundant.

Lumbering.—Conditions were inactive.

Manufacturing. — All factories were working full time.

Mining.—In the country north of Belleville mining was active, a number of new properties being worked. A large staff of men were engaged getting out marble from the new quarries of the Central Ontario Railway near Bancroft.

Railroad construction and employment.—In this district railroad construction was very brisk during December. The Grand Trunk Railway Company has completed the spur line from its main lines, three miles, into the Lehigh Cement Company's property.

The chief engineer on the Central Ontario Railway construction work, is engaged locating the proposed new line from Maynooth to Whitney. A point has been reached near Lake St. Peter, and if the deep snow does not interfere a through survey may be made to Parry Sound and Ottawa by the first of March.

CONDITION OF PARTICULAR TRADES

Building.—All branches reported a very good month, nearly all members being busy. Bricklayers were exceptionally active, and painters and plumbers experienced the same active conditions, as well as plumbers, steam and gas fitters.

Metal engineering and shipbuilding.—Iron moulders were all making full time.

Machinists were active, with one firm working overtime. Electrical workers had an active month. Blacksmiths and boiler makers were busy at good wages, but shipwrights had a dull month, with horseshoers active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers were very active preparing for the holiday trade. Carriage makers were busy.

Printing — Printers, pressmen and bookbinders were very active getting out election literature, etc. In the latter part of the month they were exceptionally busy and some offices worked overtime.

Clothing —Journeymen tailors were active with none of the craft idle. Boot and shoe workers reported conditions active.

Food and tobacco preparation.—Bakers, confectioners and butchers were especially active being busier than in former years. Cigarmakers were active.

Leather.—Harness makers and saddlers reported conditions active.

Miscellaneous.—Barbers were active. Clerks, stenographers and delivery employees were busy and furriers active. Hotel, restaurant and theatre employees had a busy month, also laundry workers.

Transport —Train crews and switchmen in this district were busy there being little snow to hinder traffic. Freight-handlers, cabmen, carters and expressmen were active.

DISTRICT NOTES.

The farmers Co-operative Canning Company, of Prince Edward County, will pack about one and a quarter million cans of fruit and vegetables. The eleven factories put up about fifteen million cans of choice fruit and vegetables. The past season has been a very favourable one for the dairy business.

The decision of the Ontario Government to refuse licenses for net fishing in Bay of Quinte water was altered and the licenses were allowed this year as usual. Many persons in this district make their living by fishing.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnson, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour in general during December was fairly well employed, excepting outside work which was impeded by cold weather. A number of buildings were being pushed to complection. Work on large transformer building of the Canada General Electric Company has been closed down for the winter, but will be resumed as soon as weather permits. Dredging in the Otonabee river has also ceased during the cold weather. The Otonabee Power Company has increased its stock from $200,000 to $600,000, to meet demands for additional power and light.

The Peterborough Canoe Company has commenced the manufacturing of toboggans for the product of which there is a great demand, both local and foreign.

The McAllister flour mills were being closed down and the contents sold to make way for the installation of machinery for the manufacture of other produce.

The different factories throughout the city were running full time. During the past two years the excellent manner in which the waters of the Trent Canal, which furnishes electrical energy for various factories of the city have been regulated and conserved, has increased employment greatly and the manufacturers have been able to run their factories continuously, and have not been obliged to close down for days or parts of days. The Trent Canal is now closed for the winter. The Government has still a number of workmen engaged on the works at Young's Point, Burleigh Falls and Kirkfield, repairing and placing every part of the locks in good shape for next season's navigation.

Commercial activity was very pronounced. The Christmas traffic was never known to be of such large dimensions, Express Companies had a very

busy month. Woodworking lines were exceptionally active.

The banks had a good month.

The receipts of the Customs Department for the month of November amounted to $32,500, being $10,000 in advance of the receipts during the same month last year.

Six and one third miles of walks were laid in the city during the past season; five miles of sewers were also laid during the year. Making twenty-six and a half miles of sidewalks throughout the city, and nineteen and three quarters of sewers, all told. Day labour is being employed in the construction of one section of the city sewerage system, which is still under way. This system has proved a decided financial success.

Wages changes have only occured where hours of labour have been shortened in the outside trades, and the labour market has been free from strikes.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work consisted chiefly in looking after stock and hauling hay, wood and all kinds of produce to market, all of which found a ready sale.

Fishing.—Conditions were comparatively dull.

Lumbering.— Very active conditions prevailed and heavy shipments of lumber were made.

Manufacturing. — All establishments were very active.

Railroad construction and employment.—Construction work consisted principally of section work, including the repairing of roadbed, etc.

CONDITION OF PARTICULAR TRADES.

Building.—All were actively employed during the month, excepting bricklayers and masons, painters and paperpaperhangers, and builders' labourers.

Metal engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists, steam engineers, electrical workers, tool sharpeners and horseshoers, linemen, brass workers, blacksmiths, boilermakers, shipworkers (on repair work) sheet metal workers were busy. Bicycle workers found work dull. Jewellers were very busy.

Woodworking and furnishing.—These trades were busy, except coopers who were dull.

Printing.—All had an cexeptionally busy month, working overtime in all departments.

Clothing.—These trades were busy excepting glove and hat makers.

Food and tobacco preparation.—Bakers and confectioners, butchers, and cigarmakers were busy, but icehandlers were dull.

Leather.—Harnessmakers and collarmakers were busy.

Miscellaneous.—All were actively employed.

Transport.—Railroad workers were exceptionally active, expecially during the latter part of the month. Steamboat workers and teamsters were dull, with street railway men, cab drivers and hackmen, carters and draymen active, and expressmen busy.

Unskilled.—This class was active.

DISTRICT NOTES.

Fleetwood.—The cheese factory reported using 1,933,365 lbs. of milk, making 180,186 lbs of cheese and selling it for $21,860. Good markets were the rule and the following prices prevailed:—Spy apples $3.50 to $3.75 per barrel; butter, 25 cents per lb; eggs, 30 cents per dozen; chickens, 60 cents; turkeys, $1.25 to $2.00, and potatoes, $1.00 per bag.

Norwood.—The Canadian Pacific Railway Company has put in a new siding leading into the Findlay Hub Company's works. The latter company has recently increased its floor space by 13,000 square feet, and added new machinery, including an 100 horse-power boiler. The firm will increase its staff considerably. These changes have become necessary in consequence of the increased demand for the company's goods.

Port Perry.—The Christmas show for dressed poultry, meat, horses, cattle and

sheep aroused much interest during the competition among the farmers of the surrounding district.

Lindsay.—Flavelle & Company had a busy month making large shipments of poultry to outside markets. For water filtration purposes a by-law will shortly be submitted to the ratepayers proposing a grant of $20,000.

Whitby.—An agreement has been executed for the establishment here of the National Car Company's works to provide car and other equipment for the electrical railway to run between Georgian Bay ports and Lakefield, Ont., with terminals at Toronto and Whitby. The Company propose to employ at least 40 workmen.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was generally well employed during December, with the exception of lines in which the setting in of cold weather entails a cessation of work. The volume of Christmas trade was large beyond precedent, and all classes engaged in catering to it were very busy, much extra help being required. Skilled mechanics, as a rule, had abundant work, but there are many unskilled labourers out of employment, although so far there has been less destitution apparent from this cause than during previous winters.

At the annual meeting of the Associated Charities of Toronto, on December 3, the housing problem was considered, details being given showing the crowded and insanitary conditions of large areas inhabited by the poorer class in the eastern sections of the city. A resolution urging upon the Mayor and City Council the advisability of appointing a commission to investigate the housing problem was adopted.

A banquet was given by the Toronto Board of Trade on December 14, to Messrs. William Mackenzie and D. D. Mann, attended by about 300 leading citizens, in recognition of their services to the trade of Toronto by the creation of the Canadian Northern Railway system. Mr. Mackenzie spoke of the establishment of industries likely to result from the northward extension of the line. Toronto, he stated, was a favourable place for a blast furnace and rolling mills to handle iron ore from the North.

On January 1, the citizens will be asked to vote upon a by-law authorizing the council to contract with the Hydro-Electric Power Commission of Ontario for a minimum annual supply of 15,000 horse-power of electrical energy from Niagara Falls at $18.10 per horse-power per year.

The building permits for November amounted to about $1,088,771.00, as compared $788,771.00 for November, 1905. This brings the total value of permits issued for the eleven months of the year to more than twelve million dollars, or nearly two millions in excess of the total for 1905.

The Toronto Railway Company has established several loop lines in the more central portions of the city, as a means of relieving the congestion of the traffic, and has also increased the number of cars.

The Assessment Commissioner's annual report shows a total population of 253,720, an increase of 15,078 over last year. The total number of building are 50,413. The number of residences occupied by owners was 17,831; the number of residences occupied by tenants 24,664; vacant dwellings, 1,049; unfinished dwellings, 1,194; number of stores, 4,798; new residences included in the above, 2,235.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The continuance of mild weather enabled the farmers to do much more fall ploughing than usual. The excellent sleighing that prevailed since winter set in has facilitated the marketing of produce, which with the care of stock is the main feature of rural industry at present. Owing to the sugar factories being unable to receive the sugar beets raised in the eastern sections of York

county in the quantities in which the producers were prepared to deliver them, a considerable proportion of the crop has been put down in pits till spring.

Manufacturing.—Activity prevailed in nearly all the leading lines up to the holiday season, but after Christmas many of the establishments were closed down for a short period for stocktaking and overhauling of plant, as is customary at this season. Every indication points to an active and prosperous winter. The Canadian Foundry Company has secured a large contract for locomotives from the Canadian Northern Railway Company, which will take the former's entire output in this line for 1907. It is understood that the Canada Brass Rolling mill at New Toronto, which has been closed for about eighteen months, will resume operations early in the new year. A new building for the Toronto Tyre Company has just been completed in East Toronto. It is 168x85 feet in dimensions and built largely of concrete. The Gordon-McKay Company will build a five-storey brick factory on the corner of Queen and Crawford Streets, to cost $60,000.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades have been quiet, outdoor work on unfinished contracts being continued intermittently as weather permitted. A considerable proportion of the carpenters, painters and plumbers, and other indoor workers were employed steadily.

Metal, engineering and shipbuilding.—Blacksmiths, iron moulders, machinists, boiler makers and structural steel workers have been busy. Sheet metal workers employed on indoor work have had a good month, but roofers and cornice men were slack. Brass workers have been unfavourably affected by a strike among the polishers in several establishments making work uncertain. Jewellers and silversmiths were very busy up till Christmas.

Woodworking and furnishing.—These trades were generally busy. The strike of the piano workers came to an end on the 10th instant, the men returning to work on the old terms.

Printing.—Printers, bookbinders and pressmen well were employed.

Clothing. — Journeymen tailors had plenty of work, and garment workers had a good month generally; conditions in the latter trade have much improved lately and employment is more steady. Some of the striking employees of the Lowndes Company propose to establish a co-operative workshop. Other branches of the clothing trade had steady work.

Food and tobacco preparation.—Bakers, butchers, confectioners, brewery workers, and cigar makers have all been busy.

Miscellaneous.—Hotel and restaurant employees, barbers, salesmen, clerks and delivery employees have all had plenty of work, and during the holidays many extra men and women found temporary employment. Post office officials were extremely busy.

Transport.—Railway employees, street railway men and express men were very busy, especially during the latter part of the month.

Unskilled.—A large number of unskilled labourers were out of work.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The year 1906 closed amid general prosperity and with a good outlook in this city and district. Employment was good in December and demand and supply in the labour market well balanced. Public works were closed except for a small sewer construction. Wholesale and retail trade, and manufacturing concerns reported a good volume of business, both for the month and year; the holiday trade was good.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—On Lake Ontario fishermen had finished the season's work. The catch was very small, but prices were good.

Manufacturing. — The McGlashan-Clarke Company's new silverware and cutlery factory was running in all departments, about fifty hands being employed. The Niagara Falls Heating and Supply Company's plant could not turn out furnaces fast enough to supply the demand. The Ontario Silver Company was very busy till Christmas. The neckwear, muffler and suspender factories employed full staffs, and worked full time, even after the rush of work on holiday orders was over.

Mining.—It is expected that the gypsum deposits on the Grand River in Haldimand county will be extensively worked next year.

Railroad construction and employment.—Construction work under way included the completion of the Niagara, St. Catharines and Toronto line from Thorold to Fonthill, and the double tracking of the Fort Erie division of the Michigan Central. On the latter, fifty men were employed laying rails.

Other industries.—The only work going on in connection with electric power development was the finishing of the Electrical Development Company's power house equipment and the extension of the transmission lines of the several companies.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, lathers and plasterers were quiet, but workers in concrete were busy. Carpenters, plumbers, gas and steam fitters were active, with painters busy.

Metal, engineering and shipbuilding.—Foundry and machine shop men, and electrical workers were active, with linemen busy and steam engineers quiet.

Printing.—Printers were all working.

Clothing.—Tailors were all steadily employed.

Food and tobacco preparation.—Bakers and butchers were busy, and ice handlers quiet. The fruit canneries at St. Davids ran till late in the month on apples. The supply of foreign labour in these factories has been irregular this year.

Miscellaneous.—Retail clerks were in demand during the holiday rush, as were also delivery employees. Hotel and restaurant employment was good for the time of year.

Transport.—Street railway employees were working steadily. Carters, draymen and express men were busy, teamsters active and hackmen dull.

Unskilled.—There was no demand for unskilled labour, but few if any men were idle.

DISTRICT NOTES.

Welland.—The extensive new plant of the Plymouth Cordage Company began making twine in December. When this Company's works are completed the total expenditure will reach one million dollars. The buildings for the new steel works were being erected. The town has made immense advances in population, business and the number of work-people employed during the year.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

December was a busy month, though severe weather stopped outside work. While no large contracts were let for public buildings, the building trades have enjoyed an exceptionally busy season. About $150,000 was expended in this branch alone, almost exclusively on residences, many of them being of a class required by mechanics. The building of these somewhat relieved the house famine. The construction of street pavements was a feature of the year's work, giving employment to large forces of men, and adding to the general prosperity by the amount of money expended. The above, together with the bountiful harvest of fruits, etc., for which good prices were realized by the growers of the district, made the money market buoyant; as a result, merchants reported an exceptionally heavy volume

of trade, especially at Christmas. There were no disturbances in the labour market during December.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were quiet, farmers being mainly employed attending to stock and at other winter work.

Manufacturing.—Mills and factories were active, with a few busy and some working overtime.

Railroad construction and employment.—Owing to weather conditions, railroad construction and employment was quiet.

CONDITION OF PARTICULAR TRADES.

Building.—Active conditions prevailed.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, core makers, machinists and engineers, electrical workers and linemen, metal polishers, buffers, platers, brass workers, blacksmiths, boiler makers, sheet metal workers, and horseshoers were active.

Woodworking and furnishing.—Wood workers, upholsterers, varnishers and polishers, carriage and waggon makers, and coopers were active.

Printing.—Printers, pressmen, machine men and bookbinders were busy, with plenty of work on hand.

Clothing.—Journeymen tailors, boot and shoe makers were busy.

Food and tobacco workers.—Bakers and confectioners, butchers and meat cutters were busy, and cigar makers and tobacco workers active.

Leather.—Tanners, curriers and leather workers were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, furriers, hotel, restaurant and theatre employees were busy, and laundry workers active.

Transport.—Owing to the unusually heavy volume of trade, all branches were busy.

Unskilled.—Active conditions prevailed.

DISTRICT NOTES.

Thorold.—Labour, both skilled and unskilled, was active, mills and factories running full time, with business good. The same conditions prevailed at *Merritton* and *Port Dalhousie.*

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Among the skilled trades, labour, during December, was fairly active, but unskilled workers were somewhat quiet. Wholesale and retail trade, shipping, etc., was very active, especially during the latter part of the month. The Schultz Manufacturing Company, Limited, of this city, has been incorporated with a capital of $50,000. The company will manufacture stamped, pressed and spun metal goods, castings, lamps, lanterns, lamp goods and fixtures, and wire goods. At a social gathering of the employees of the Tucket Tobacco Company, piece hands received a turkey, and day hands a week's wages, as a gift from the firm. The company reported a prosperous year, and that the outlook for 1907 was very favourable.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Many factories were busy for this time of the year. The iron industries, clothing factories, cigar, tobacco and other companies, including furniture, enjoyed a good month and a prosperous year. A new company, from Cincinnatti, Ohio, to manufacture asbestos roofing, has secured a site in the east end of the city.

Railroad construction and employment.—There was little or no railroad construction going on.

CONDITION OF PARTICULAR TRADES.

Building.—Nearly all the trades were fairly well employed, especially carpenters, painters, tinsmiths, electrical workers and plumbers. Much of the exterior work on new buildings is finished, and a large staff of men were working on interior fittings and finishings.

Metal, engineering and shipbuilding.—Moulders were fairly well employed, machinists active, and electrical workers,

stove mounters, sheet metal workers and horseshoers busy.

Woodworking and furnishing.—Wood workers and pattern makers were active.

Printing.—These trades had a very busy month.

Clothing.—Journeymen tailors have been slack, while garment workers have been very busy. Boot and shoe workers were active.

Food and tobacco preparation.—Bakers were busy, and cigar makers active.

Leather.—Active conditions prevailed.

Miscellaneous.—Clerks were very busy, and barbers and hotel and restaurant employees busy.

Transport.—All classes of railway employees very busy, but electric railway men were only fairly employed. Teamsters were fairly well employed.

Unskilled.—Work for this class was only fair.

DISTRICT NOTES.

Dundas.—Trade and labour had a busy month.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

December closed a most successful year. Some 337 building permits were issued, representing $407,925; last year the permits were valued at $197,860. Factories during the month were very busy, several running overtime. The building trades, considering the season, were fairly active. The Brantford Street Railway Company increased the wages of its motormen and conductors from 13-14 cents to 14-15 cents per hour, to take effect December 15. About 30 men will be affected. The Cockshutt Plough Company presented 300 turkeys to its employees. Part of the starch works, recently destroyed by fire, has been rebuilt. It is officially reported that the Pratt-Letchworth Malleable Iron Company will build a $6,000.00 extension to its plant, and the Adams Waggon Company a $1,100.00 dry kiln. A fire at the works of the Folding Box Company destroyed $5,000.00 worth of property. The President of the Grand Valley and Brantford Street Railway Company stated that within four months Brantford will be supplied with electric power from a private company. Merchants generally had a busy month. Christmas market prices were high; turkeys were scarce and brought prices ranging from 16 to 25 cents per lb. Ducks were 75 cents to $1.00 a pair; chickens, 75 to 85 cents per pair, and eggs, 40 cents per dozen.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Industrial establishments were active. Several factories ran overtime during the first part of the month. The T. G. Fair Company presented each employee with a new dollar bill at Christmas.

Railroad construction and employment.—The large addition to the station of the Toronto, Hamilton and Buffalo Railway Company has been completed. The raising of the Grand Trunk Railway tracks and double tracking continued.

CONDITION OF PARTICULAR TRADES.

Building.—The cold weather interfered with building operations. Bricklayers and masons were fairly active during the first part of the month, but found trade dull towards the close. Carpenters, lathers and plasterers were active, and in some cases busy. Painters, other than those engaged in factories, had a dull month, but plumbers, gas and steamfitters were active.

Metal, engineering and shipbuilding.—Iron moulders, core makers, metal polishers, buffers, platers, stove mounters and blacksmiths were busy, some of the latter working overtime. Machinists were very busy. Electrical workers and linemen were active.

Woodworking and furnishing.—Pattern makers and coopers were busy, and carriage and wagon makers very busy.

Printing.—Printers and pressmen had a busy month.

Clothing. — Journeymen tailors were very busy.

Food and tobacco preparation.—Bakers and confectioners and butchers were very busy, particularly during the latter part of the month. Cigar makers and tobacco workers were active.

Leather.—Saddlers and leather workers were active.

Miscellaneous.—Barbers had an average month, and clerks, delivery employees and furriers were very busy. Hotel and restaurant employees, and laundry workers were busy.

Railroad construction and employment.—Railroad trackmen were active and freight-handlers busy. Street railway employees, cabmen, teamsters and express men had an average month.

Unskilled.—There were some labourers seeking employment.

DISTRICT NOTES.

Paris.—Work on the new radial road between Paris and St. George has ceased for a time. There are few unemployed in town. The fabric mills were busy. Merchants had a brisk trade.

Blue Lake.—The cement works have been closed for the season.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during December was less active than in the preceding month, the advent of cold weather putting a stop to outdoor work, and the holiday season causing a temporary shut down in a number of factories. For the season, however, employment was active. The winter fair was largely attended, and with the Christmas season made business very brisk. The building trades had considerable work for December, finishing for the season. The prospects for next year seems bright. At one time during the month, nut coal was very scarce owing to a shortage of cars, and dealers raised the price to $7.50 per ton. Work on the buildings for the new silver factory and the new carpet works has been stopped by frost, but it is expected that the laying of brick will be carried on in the warmer days during winter.

CONDITION OF PARTICULAR TRADES.

Building.—These trades had a quiet month, the work on hand being mainly preparatory for the winter. Bricklayers and masons had a quiet month, but carpenters, painters, plasterers and plumbers were active where weather permitted. Stone cutters and builders' labourers were quiet.

Metal, engineering and shipbuilding.—The iron trades were active in the earlier weeks, but trade was very quiet in a couple of shops during the last week of the month, in one of which the plant was to be moved, while the other was closed for the holidays. The moulders had an active month with the above exceptions. Machinists and helpers had an active month.

Woodworking and furnishing.—These trades had an active month with some exceptions.

Printing. — Printers had an active month.

Clothing.—Journeymen tailors had an active month, with trade hardly as good towards the close. Garment workers (female), had a quiet month.

Food and tobacco preparation.—Bakers, confectioners, and cigar makers had a busy month.

Textile.—Brussels carpet weavers and textile workers generally, had an active month. The extensions in these trades will soon give employment to larger numbers of hands.

Miscellaneous.—Barbers, hotel and restaurant employees, clerks and delivery employees were very busy, owing to the winter fair and the Christmas season.

Unskilled.—This class was in little demand.

BERLIN, ONT., AND DISTRICT.

Mr. Harry Peters, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment showed a slight falling off during the latter part of December. Outside work was retarded by frost, but the amount of indoor employment was equal to that of November. The building trades have still a considerable amount of work to complete. Carpenters and painters have enough work on hand to keep them active throughout the winter months. There has been a scarcity of furniture workers owing to three new furniture factories having commenced operations. The water commissioners' Annual Report for 1906, showed a total revenue for the year of $29,308.89, as compared with $25,862.46 in 1905. The expenditures on operations were $20,643.17, the interest and sinking fund payments amounted to $6,761.89, so that the net profit for the year is $13,881.28. There was spent on street mains $9,450.55, which was almost $7,000.00 more than last year. Meters last year cost $1,789.69, and this year $2,324.58. $1,600.00 was paid out for a new boiler. All excess revenue went into capital expenditure and there is an overdraft of $3,300. The Board this year had service connections made by day labour instead of by contract, and thereby saved $1,200.00. Retail trade was a little quiet at the beginning of the month, but this was followed by a rush during Christmas week. At the Christmas market, high prices for all kinds of poultry were obtained.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy taking care of stock, hauling sugar beets and marketing produce.

Manufacturing.—Manufacturing in Berlin is steadily increasing. In some lines, however, business during December slackened, particularly in shoes. The furniture factories, shirt factories, rubber factories and shoe factories, etc., have been very busy during 1906.

CONDITION OF PARTICULAR TRADES.

Building.—Cold weather kept bricklayers and masons from steady employment. There were many buildings, both factories and dwellings, with brick and masonary work completed, so that the various other branches such as plumbers, lathers, plasterers, electrical workers, painters, etc., will be kept busy during the winter.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers were busy during the entire month. Machinists and engineers were all well employed. Electrical workers and linemen were very busy.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, and wood carvers were very busy, many working overtime. There was a continual demand for woodworkers, varnishers and polishers during the last two months.

Printing.—These trades were all very busy.

Clothing.—Journeymen tailors, garment workers, glove makers and boot and shoe makers were busy.

Food and tobacco preparation.—These trades were very busy.

Leather.—Tanners and curriers, and leather workers, were busy. Trunk and bag makers were very busy, working overtime.

Miscellaneous.—Barbers were all very busy. Broom makers were active. Clerks, delivery employees and laundry workers were very busy, working overtime.

Transport.—Work among railroad men was very active. Street railway employees, teamsters and express men were all very busy.

Unskilled labour.—There was no noticeable demand, and many were without employment.

DISTRICT NOTES.

Elmira.—A by-law to establish a waterworks system was passed. The sum voted was $25,000.00.

WOODSTOCK, ONT., AND DISTRICT.

Mr. R. F. Parkinson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

With the interruption to manufacturing operations incident to the holiday season and the work of stock taking, labour was not as actively engaged as during the previous month in certain lines, especially towards the end of December. The cessation of work was not due, however, to lack of orders. All manufacturing establishments will be engaged full time again after the beginning of the year, and all have sufficient orders ahead to ensure a winter season of great activity. The outlook for a steady demand for all classes of skilled labour is most encouraging, although the supply of unskilled labour promises to exceed the demand during the next two or three months. Exceptional activity still prevails in the organ, piano and pipe-organ industries as well as in sleigh and wagon making factories. The month was very active in transportation circles, shipments of manufactured products being very extensive. The wholesale and retail trade had a most satisfactory month, retail trade being the heaviest in many years, denoting unusual prosperity among the people. No changes in rates of wages or hours of labour were reported, and harmony prevailing between employers and employees. On January 7th the ratepayers will vote on a by-law to endorse the Niagara power proposals of the Ontario Government.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Little activity prevailed, except in the various butter factories which were running to full capacity.

Manufacturing.—Three of the large factories were closed for stock-taking during the latter part of the month. Other manufacturing establishments were running full time.

Railroad construction.—The Canadian Northern Railway Company has filed plans providing for the construction of a line from Hamilton to London, passing through Woodstock.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were engaged the earlier part of the month completing unfinished buildings, the open weather being favourable for this class of work. Carpenters and plasterers were fairly active on inside work. There was only a small demand for builders' labourers.

Metal and engineering.—Stove makers, polishers and mounters were engaged only partially, this being the dull season in these lines. Iron workers, machinists, blacksmiths and electrical workers had an active month.

Woodworking and furnishing.—Wood workers and varnishers had plenty of employment. Carriage and wagon makers were steadily engaged. Organ and piano makers were employed full time, practically all month.

Printing and allied.—Printers and press men had all the work they could handle.

Clothing.—There was regular employment for garment workers, tailors and boot and shoe workers.

Food and tobacco preparation.—Bakers and confectioners were very busy working on Christmas orders, as were also butchers and meat cutters. Cigar makers were fairly active.

Leather.—Tanners and curriers were active.

Miscellaneous.—Delivery and hotel employees were very busy.

Transport.—All railway employees, teamsters and expressmen had a good month.

Unskilled.—As the month advanced the demand lessened and was exceeded by the supply.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been no falling off in the various industries, the chief activity prevailing in the clothing factories. The building trades were at a standstill, owing to weather conditions. The Grand Trunk Railway management has decided to spend a quarter of a million on improvements and extensions to the locomotive workshops, and the erection of a station house. A by-law will be submitted to the ratepayers on January 7, to authorize the Municipal Council to enter into a contract with the Ontario Hydro-Electric Commission to supply electrical power. There were 154 building permits issued during the year. Wholesale and retail merchants reported a large increase of Christmas trade over the corresponding month of 1905. There was no change in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy feeding cattle and preparing produce for market. Prices were as follows: butter, 22 to 25 cents per lb.; eggs, 25 cents per dozen; chickens, 50 to 90 cents a pair; ducks, 70 cents to $1.00; geese, 70 cents to $1.00 each; turkeys, 13 to 15 cents per lb.; potatoes, 80 to 90 cents per bag; apples, 30 to 70 cents per bag; onions, 25 cents per peck; beets and carrots, 15 cents per peck.

Manufacturing.—All establishments reported a very good month, with plenty of orders on hand.

Railroad construction and employment.—The Stratford and St. Josephs Radial Railway Company is applying to Parliament for a charter to build a passenger and freight line from Stratford to St. Josephs, thence to Parkhill.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were very quiet, except for a few workmen employed on inside work. Plumbers and gas fitters had plenty of work.

Metal, engineering and shipbuilding.—Iron moulders were busy, and boiler makers and blacksmiths active.

Woodworking and furnishing.—These trades had an active month. Woodworkers, upholsterers and carriage workers were well employed.

Printing.—Printers had a very busy month, especially ad. and machine hands.

Clothing.—Journeymen tailors and garment workers reported a very active month.

Food and tobacco preparation.—Bakers had a busy month, and butchers an active one. Cigar makers were active, but the factory was closed one week at Christmas.

Leather.—Harnessmakers reported work fairly good.

Miscellaneous.—Barbers, clerks, delivery employees, hotel, restaurant and laundry employees were very active.

Transport.—All trainmen had a busy month, and cab drivers, draymen and teamsters were well employed.

Unskilled.—There were a number of men idle.

DISTRICT NOTES.

St. Marys.—The drillers at the Nagle test oil well in West Nissouri are down 700 feet into rock, but have broken part of their drill, and have shut down for repairs. They are still confident of striking oil.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Winter set in early in December and outside work closed for the season to a large extent, throwing out of employment a large number of the building trades. Retail merchants had the best Christmas season in many years, showing that almost all classes were in a prosperous condition. Work is being continued on the large business blocks being built for

the Swift Company, and the new storage building for the McClary Manufacturing Company, in which one million two hundred thousand feet of lumber will be used. Messrs. Smallman and Ingram, dry goods merchants, will erect in the spring a five storey block of stores. The assessment rolls show 11,322 voters, of which about 5,600 own their homes. The following is a list of the local improvements carried out during 1906, and their cost:—

Sewers, 2½ miles	$ 19,295.61
Sidewalks, 15½ miles	38,048.26
Curb and gutter, 4 1-3 miles	10,535.74
Pavements, 2 miles	74,761.22
Total, 24 1-3 miles	$142,640.83

Clearing house returns for the month of November showed an increase of $716,-045.00 over the same month last year; the total being $4,660,297. Among the items for public works brought down by the Dominion Government are, a military building, $15,000, and post office, $7,000.-00, at London; and harbour improvements, $75,000.00, at Port Stanley.

A bad sleet and ice storm visited London during the early part of the month, breaking down telephone, telegraph and street railway wires, delaying the railroads for a couple of days, spoiling thousands of shade trees, and doing damage estimated at $100,000.00 in western Ontario.

CONDITION OF LOCAL INDUSTRIES.

Railroad construction and employment.—The Grand Trunk Railway Company continued its improvements west of the city and had a large force of men at work. Trains are now running over parts of the elevated tracks, and bridgemen are rushing the new structure over the Thames River.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons reported trade quiet, only about half of their numbers working. Carpenters were practically all employed. Lathers and plasterers were quiet. Painters reported business slow as it is too cold for outside work. Plumbers were busy, stonecutters found trade only fair, and builders' labourers reported a number of their craft idle.

Metal, engineering and shipbuilding.—Iron moulders reported trade good, with the usual shut down of two or three days for stock-taking. Machinists reported trade good, and linemen had one of the busiest months for years, owing to hundreds of wires being down through the ice storm in the early part of the month. Metal polishers and stove mounters were busy, and boiler makers extra busy.

Woodworking and furnishing.—Woodworkers reported trade good, and carriage and wagon makers had plenty of work on hand. Car builders were slack, but all were working, and coopers were very busy.

Printing.—Printers on newspapers have been extra busy on Christmas advertising. Job printers reported trade fair. Bookbinders were extra busy, and pressmen were all employed.

Clothing.—Journeymen tailors were all working. Garment workers were busy. Boot and shoe workers reported trade improving.

Food and tobacco preparation.—Cigar makers reported fair trade, but closed down between Christmas and New Year's Day.

Leather.—Tanners were busy with business increasing. Leather workers on harness work had more than they could do.

Miscellaneous.—Broom makers were busy, and laundry workers reported an extra good month.

Transport.—Train crews reported local freight traffic extra heavy, with a shortage of engines, and all employees making a good month. Teamsters were busy.

Unskilled.—There was a large number out of work, but hardly as many as is usual at this time of the year.

DISTRICT NOTES.

Goderich.—Three by-laws passed the Town Council on December 11; one to loan $25,000.00 to the Kensington Furniture Manufacturing Company; another

to loan $35,000.00 to the Rogers Manufacturing Compoy; and a third to loan $15,000.00 to the Goderich Carriage Company. These will all be voted upon by the rate-payers in January.

Glencoe.—The Glencoe Woollens Company, Limited, which received a loan of $8,500 on buildings, material, etc., has commenced business with twenty-five hands.

Leamington.—Essex county farmers will receive at least $200,000.00 for their 1906 tobacco crop.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A brief period of cold weather had the effect of putting a stop to outside work. Contractors stated that there were few men idle in the city and that prospects for the winter were good. Christmas trade was somewhat better than in 1905. In the various factories there was no noticable change in conditions. Orders continued to come in and prospects for a busy spring were bright. On the railroads the rush of freight continued, trainmen all working overtime. It was expected that the work trains would have been discontinued before this, but they are still engaged at different points along the line of the Michigan Central, and will continue to work so long as weather conditions are at all favourable. A general increase in wages to shopmen employed by the Michigan Central Railway, to engineers, office staff and train despatchers on the Père Marquette, and to switchmen on the Michigan Central, was granted.

A report issued by the Commissioner for the past quarter shows that building permits have been issued to the amount of $40,000.00. With the exception of the new Disciples Church, which will cost in the neighbourhood of $10,000.00, the permits were for the erection of dwellings or small business establishments. There was no unrest in the labour market. The Light, Heat and Power Department of the Municipality shows a surplus over all expenses for the year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were engaged in looking after stock, getting in wood and attending to winter work. The markets have been fairly well attended, and farm produce brought good prices. Fowls were plentiful during Christmas week. Butter and eggs were selling at high prices.

Manufacturing.—All hands were well employed, manufacturers reporting the month excellent for the season.

CONDITION OF PARTICULAR TRADES.

Building.—Building mechanics have been busy most of the month. A brief cold snap put a stop to outside work. There has been plenty of inside work, however, and with the exception of unskilled labourers all hands were well employed.

Metal, engineering and shipbuilding.—Moulders, machinists and blacksmiths have had an active month.

Woodworkers and furnishing.—While there were no idle men, more work could have been handled by those engaged in these lines of work. Upholsterers reported the month quiet.

Printers.—Printers in all departments have been busy. Job workers were especially so and more hands could easily have been placed but were not available.

Clothing.—Journeymen tailors were quiet.

Food and tobacco preparations.—Bakers, confectioners and cigar makers had a busy month preparing for Christmas trade.

Transport.—All railroad men were very busy. In many cases the men were unable to answer the calls made upon them.

Unskilled labour.—There were a few idle men, the demand not being equal to the supply.

CHATHAM, ONT., AND DISTRICT.

Mr. John R. Snell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was somewhat depressed, but some branches were fairly active, notably the carriage factories which were busily turning out sleighs and cutters for the North-west trade. A number of workmen were laying gas mains from the Tilbury gas wells to the city. This work is nearly completed and it is expected that the Gas Company will be in a position to supply natural gas during the first part of January. A good many operators are at work on the Tilbury and Raleigh fields with varying success, oil in paying quantities being found generally. On J. A. Trembly's farm, in Romney, on December 19, a well that had only been drilled 300 feet, started spouting oil, and before the casing could be plugged it was estimated that 1,000 barrels poured out over the ground. There has been no change in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported a very prosperous season, although some have a lot of beets in the ground with small prospects of saving them.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and painters found trade very dull. Plumbers and gas fitters fairly active.

Metal, engineering and shipbuilding.—These trades were quiet, excepting steam engineers, who were active.

Woodworking and furnishing.—Carriage and wagon makers were active, and coopers busy.

Printers.—Printers and bookbinders were busy.

Clothing.—Journeymen tailors and boot and shoe makers were busy.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters, cigar makers and tobacco workers were busy.

Leather.—Harnessmakers were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant, and theatre employees were busy.

Transport.—All railroad men have had a busy month. Teamsters and expressmen were busy.

Unskilled.—There was not much demand for this class.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour, both skilled and unskilled, was generally well employed during December, and commercially it has been the best month in the history of the city, merchants of every kind having had the best Christmas trade in their experience. Money was easy and every one seemed to be prosperous. With the exception of one or two families, the Poor Commissioner has had no cases to look after. The factories were busy, some working overtime to keep up with the demand. The Tunnel Company has about 300 hands employed, working day and night in three shifts of 8 hours each. This company is building a large boarding-house, costing $3,000, for its workmen. Building prospects are good for next year. There was close to $100,000.00 worth of work let this month, operations to commence as soon as the weather permits. Owing to the increase in business of the firm, John Curry and Company, bankers, have decided to build a large office.

As a result of the conference at Detroit between the men and the officials of the Père Marquette Railway Company, the engineers employed on the Canadian lines of the company have been granted an increase in pay to take effect on December 15, 1906. Freight engineers will receive an increase from $3.18 to

$3.77 for 100 miles; passenger engineers from $2.80 to $3.00 for 100 miles. Ten hours will constitute a day, and the new schedule is based on 37 cents an hour for freight men and 30 cents an hour for passenger men. For terminal delays the men will be paid overtime on the same basis.

The Michigan Central Railway Company has granted its yardmen an increase in pay to take effect on January 1, 1907. The day men are to receive an increase of 3 cents an hour and the night men 4 cents an hour, day conductors will receive an increase to 28 cents an hour, and day helpers to 23 cents an hour; night conductors to 30 cents an hour, and night helpers to 25 cents an hour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are not now very busy. Produce brought good prices as follows: eggs, 30 to 35 cents per dozen; butter, 28 to 30 cents per lb.; turkeys, 15 to 18 cents per lb.; chickens, 12 cents per lb.; potatoes, 70 cents a bushel; apples, $1.25 per bushel; parsnips, $1.00 per bushel; and hay, $12.00 per ton.

Manufacturing.—Industrial establishments had a good month with a fair amount of work on hand.

CONDITION OF PARTICULAR TRADES.

Building.—Owing to the mild weather these trades have been fairly active, with all branches fully employed.

Metal, engineering and shipbuilding.—The iron trades had an active month. Iron moulders, machinists and helpers were steadily employed. Linemen, blacksmiths, sheet metal workers and horseshoers were all busy.

Woodworking and furnishing.—A fairly good month was reported and carriage and wagon makers were very busy.

Printing.—Printers and allied tradesmen were active.

Clothing.—Journeymen tailors and garment workers were very busy, with a demand for female help.

Food and tobacco preparation.—Owing to Christmas being so near, all employed in these trades were very busy, some working overtime to fill orders.

Miscellaneous.—Barbers, clerks, hotel and laundry workers were very busy.

Transport.—Railroad and steamboat workers in all lines were busy. Teamsters and express men had a fairly good month.

Unskilled.—This class was fairly well employed.

DISTRICT NOTES.

Sandwich.—The Bishop Fur Company of Sandwich has let a contract to build a large addition to plant, costing between $4,000.00 and $5,000.00. When this is completed the company will increase the number of its employees.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fully employed during December, factories working full time. Merchants reported a good holiday trade. The skilled trades were well employed.

The following is a statement of the traffic through the Canadian canal during December:—

Articles.	East Bound.
Grain ..... Bushels	794,698
Flour ..... Barrels	35,732
Iron Ore ..... Net tons	26,276
Lumber ..... M. ft. B.M	1,197
Wheat ..... Bushels	2,183,898
General Mdse. ..... Net tons	95
Passengers ..... Number	151

Articles.	West Bound
Coal, hard ..... Net tons	9,000
Coal, soft ..... Net tons	51,229
Manufactured iron ..... Net tons	1,300
Salt ..... Barrels	17,360
Genl. Mdse ..... Net tons	20,269
Passengers ..... Number	49

Freight:	
East Bound ..... Net tons	112,056
West Bound ..... Net tons	84,278
Total Freight ..... Net tons	196,334
Vessel Passages ..... Number	109
Reg'd Tonnage ..... Net	132,773

PORT ARTHUR, FORT WILLIAM, ONT., AND DISTRICT.

Mr. R. B. Harstone, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of December was very active for labour in all branches. Never before during the period has as large a number of men been employed at remunerative wages. Unskilled labour, such as stevedores, extra road gangs attached to the operating departments of the railway companies, men on municipal improvements, and other work of a similar character, with the close of navigation, are usually not required. This year, however, these men were in almost every instance, immediately transferred to the lumber, timber, mining, or railway construction camps in this district, while there was little or no reduction in the number engaged in the building trades, owing to the immense amount of work which is being hurried to completion in order to furnish accomodation to the present requirements of increased and increasing business and population.

The prosperity of the wage earners during the past year was evidenced by the satisfactory business done by the merchants throughout the Thunder Bay District. These reported a larger turn over than in any previous year.

In a short time the new flour mill, which is being built by the Ogilvie Milling Company, at Fort William, and the blast furnace at Port Arthur will be ready for operation, thus furnishing permanent employment to a large number of both skilled and unskilled labourers. The most reliable information obtainable points distinctly in the direction of greatly increased activity in every branch of trade and commerce, during 1907, and a more prosperous year for labour than even the one which has just closed.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The weather during December has been unfavourable for outdoor work, and, in consequence, many workmen have been idle. Ordinary labourers have been in demand for work in the woods and wages were steady. Christmas trade, which has been in volume far greater than in any previous year, gave employment to many extra hands, and for a time, helped to absorb the many who drift into the city to find light indoor employment for the winter. With the cessation of the holidays these have again become unemployed.

Indoor work on new buildings is proceeding actively, and many new buildings are approaching completion. For the month of December the total amount of new building permitted was $150,000, which is slightly in excess of the amount for the corresponding month of last year. The total permits for the year 1906 is $12,700,000.00. Indications point to continued activity during the coming year.

It is stated that the Grand Trunk Pacific Railway Company has secured a large area of land east of Winnipeg for the purpose of erecting work shops. The Winnipeg Electric Railway Company have ordered 25 more cars of an improved type, and in addition, will build several at Winnipeg. The same company, during December, declared a quarterly dividend of 2 per cent against 1¼ per cent per quarter for the previous quarters of the year.

Complaints are being made by Winnipeg jobbers of the lack of transportation facilities. Bankers say that payments are being delayed as a result of the farmers not being able to get cars to ship out their grain. A similar complaint is made by the loan and insurance companies. Representatives of these state that payments are excellent in the districts where they have had sufficient

cars to move out their crop, but reverse conditions prevail in localities where the grain has not been moved. It is estimated that not more than half the crop has yet been taken out of the country.

Returns made to the Provincial Treasurer by the loan companies show that in Manitoba the mortgage investments for 1905 aggregated over $27,000,000.00. This only includes the loans made by companies taxable under the Corporations Taxation Act. In 1904 the amount reported under conditions of this Act amounted to $28,000,000.00. The loan companies have been withdrawing to some extent from the well settled districts of Manitoba, where the rate of interest is becoming lower, and are seeking to invest their funds further west where the rate is higher. Trust companies and insurance companies are taking the place of the loan companies in the districts where the farmers are better off, and are loaning their funds at rates varying from 6½ to 7 per cent. For the year 1906, there has been a very marked increase in the supply of money for mortgage investment from private parties which is handled largely through trust companies and law firms.

There has been no serious labour troubles during the month. On December 3, ten printers in the employ of one printing house left their employment. The firm they were working for was an open shop and the men joined the union. The one firm interested has secured other labour and is continuing to do business.

The City Engineer of Winnipeg has recommended to the City Council the enlargement of the asphalt plant or the construction of a portable plant to enable the Works Department to keep pace with the demand for this class of pavement. A new artesian well, which the City Works Department has been busy constructing, for the past six months has been tested, and found to yield 1,500,000 gallons per 24 hours. The total capacity of all the city wells is now 5,500,000 gallons per 24 hours.

The Winnipeg Electric Railway Power Works at Pinnawa Channel, on the Winnipeg River, from which it was expected to get a large supply of electric current for use at the present time, have met with some difficulty in getting sufficient water diverted from the main stream into the channel. To get over this difficulty a large number of men are employed placing a wing dam into the main stream to divert it down the Pinnawa Channel. It is now expected that the works will not be in full operation until after the ice has moved out of the river. In the meantime, it is estimated that not more than 2,000 horse-power is being obtained from the new works, and in consequence, some inconvenience has been experienced by the larger users of power.

On Christmas eve the employees of the Vulcan Iron Works received a liberal donation from the management. Each foreman received a purse containing $50.00 in gold; each assistant foreman and each member of the office staff $25.00 and a purse, and purses to the lady juniors contained $10.00 in gold. The other employees and labourers will receive their regular pay without any deduction for the Christmas holiday. There are over 300 men on the pay roll.

During the month of December there were some fears of a shortage of fuel. Some of the largest dealers had their supplies exhausted and were not able to get their stocks at Fort William and other points moved to the point of consumption. Wood advanced in price by from 50 cents to $1.00 per cord. Later in the month, however, supplies began to come in but fears are still entertained by many of the dealers that if the winter is severe there will be a shortage unless the transportation companies can give better service. This opinion is questioned by other dealers who claim that the fuel supply in sight will meet the demand.

In December Municipal elections, the following question was submitted to those of the Municipal electors who were entitled to vote on money by-laws:—

Shall this Municipality own and operate its own telephones?

As far as newspaper and other returns are available the by-law was carried in 55 of 120 municipalities heard from.

To carry the by-law a three-fifths majority is required. Enquiry was made at the office of the Municipal Commissioner, for the Province of Manitoba, for official returns which were not yet available. Some thirty constituencies have yet to be heard from, and until their returns are to hand no official statement will be issued.

CONDITION OF PARTICULAR TRADES.

Building.—About twenty plasterers are busy in the new post office, and in the course of a few days a large gang will be employed in the flooring and other wood work. The contractors state that the building will be ready for occupation in the early spring. Steamfitters, plumbers and other trades employed on inside work were exceptionally busy.

Metal, engineering and shipbuilding.—The iron working trades were busy. One new foundry opened during the year has refused to take orders for two months as those on hand will keep their staff and plant fully occupied for some time to come. A larger plant is in course of construction to be ready for operation next summer. The railroad workshops are also working to full capacity. Much repair work has come to hand as a result of the heavy snow storms during the early part of December.

Woodworking and Furnishing.—These trades were busy but were not as pressed for orders as in the previous month.

Printing.—Printers were exceedingly busy, with every available man at work. The kindred trades were also fully employed.

Clothing.—The garment working factories were busy, as were all other branches of the clothing trades.

Miscellaneous.—There is a surplus of adults looking for indoor employment. Female help of various kinds is in keen demand, especially experienced dining-room girls.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during December was more active than in the corresponding period of last year. A considerable amount of building was continued, and one contractor advertised on December 13 for bricklayers at 80 cents an hour. Advertisements also appeared on the same date for carpenters, first-class moulders and 2,500 bushmen. Structural iron workers were still employed on the new Empire brewery.

Considerable inconvenience was experienced on account of the shortage of fuel. The supply was short on the railroads; schools have been closed; and some hotels were expecting to close. The asylum, hospital, Indian school, Brandon College and other public buildings were almost without coal. No wood has reached the city since the first of December, and it will require a large delivery of fuel during the next few days to prevent much suffering. The Mayor, about December 10, succeeded in buying 10 carloads of hard coal in Winnipeg. The Minister of the Interior has given permission to the hospital to borrow coal from the post office, and also to cut timber from the Dominion land reserve near Douglas, to citizens of Brandon, to relieve the situation.

Schedules prepared by the city engineer shows the cost of building sidewalks in 1905 to have been $28,302.01; the cost of building pavement laid during 1906 will be in excess of the above amount.

Transportation companies reported trade very active, but the shortage of fuel delayed traffic to some extent. Wholesale and retail trade was very active. There has been no change in rates of wages with the exception of bricklayers, required for a short time to finish some special work, and no evidence of unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The total wheat yield for the province was officially estimated at 61,250,413 bushels, being over 5,000,000 bushels increase over that of last year. Other crops showed a proportionate increase. The whole report shows that the farming community of Manitoba is in a most flourishing condition.

Manufacturing.—Sash and door factories, flour mills and planing mills reported trade very active.

Railroad construction and employment.—The Midland Railway Company's rails were laid into Portage La Prairie from the boundary line on November 10. Foley Bros. & Larson have a large force of men at work south of Manitou Lake. This force will continue working all winter, levelling off some of the big hills to be traversed there. The distance is about 200 miles from Saskatoon, and almost all the intervening strip is graded up. Bridge building is about the only other construction work being carried on. The City of Brandon has decided to build a transfer railway in the west end of the city for the accommodation of shippers. Owing to heavy snow falls on December 13, railroads were blocked, more or less delaying fuel trains on their way to Brandon.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and carpenters were very busy. Masons, joiners, lathers, plasterers, painters, decorators and paperhangers, and builders' labourers were somewhat slack. Stone cutters found trade quiet.

Metal, engineering and shipbuilding.—Trade with iron moulders, iron workers and helpers, machinists and engineers was busy, with some openings for moulders. Blacksmiths, boilermakers, sheet metal workers and jewellers found trade very active.

Woodworking and furnishing.—Upholsterers were somewhat quiet, and pattern makers found trade active.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were very active.

Food and tobacco preparation.—Bakers, confectioners, ice-handlers, cigar makers and tobacco workers, butchers and meat cutters were actively employed.

Leather.—Tanners, curriers, leather workers and saddlers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, furriers and laundry workers were all busy.

Transport.—Employees in the freight service were somewhat quiet owing to snow blockade and scarcity of coal, but passenger traffic was very busy. Carters and draymen were busy.

Unskilled.—There was no scarcity of unskilled labour.

DISTRICT NOTES.

The shortage of cars is having a very serious effect throughout the district. Owing to the elevators being full the farmers are unable to realize on their wheat, and merchants throughout the district are feeling the effect on business. Wheat is now being shipped on the *Brandon, Saskatchewan and Hudson Bay Railway* from a point within seven miles of Brandon.

Portage La Prairie.—The Lake of the Woods Milling Company has shipped seven thousand sacks of flour to Kobe, Japan, also a shipment for Suva, Figi Islands. A pickle factory is about to be erected.

Estevan.—After Jan. 1, this town will be made the centre of a judicial district. A Pickle factory is about to be erected.

Qu'Appelle.—The new town hall was completed at a cost of $16,000.

MOOSE JAW, SASK., AND DISTRICT.

Mr. J. R. D. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LOCAL MARKET.

During December the demand for skilled labour lessened in the building trades, but unskilled labour was well employed at wages in advance of other seasons at this time. The principal

occupation for unskilled labour was on railway construction. The Prince Albert branch was taken over by the Canadian Northern Railway Company. This, extending from Regina to Prince Albert, a distance of 250 miles, has been operated by the Canadian Pacific Railway Company since it was built. Regina received the new service on December 15. All the employees on the branch, excepting a very small number, have retained service with their old employers, the Canadian Pacific Railway Company, and have mostly been transferred to Moose Jaw, Brandon and Winnipeg. The railway service continued to be exceptionally busy, and a greater amount of overtime was worked than during November, owing to the heavy snow fall and severe weather. Passenger traffic was very heavy and special trains were running in several directions. There was still a great scarcity of fuel, even the railway companies suffering. The Galt or Lethbridge mines being now in operation has relieved the situation. Special fuel trains are being run by the Canadian Pacific Railway Company, and coal has the preference in transit to all other freight. Railway employees are giving every assistance in working exceptionally long hours, and in all kinds of weather, to keep fuel moving in order that there may he no suffering. The grain movement has been considerably less than during November, owing to the closing of navigation, the price of wheat having lowered, and the merchants reported the largest Christmas trade in Moose Jaw, all salesmen and business employees being exceptionally busy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A great number of the Agriculturists have gone to spend a few months in the east, or on the Pacific coast.

CONDITION OF PARTICULAR TRADES.

Building.—Work was almost at a standstill.

Metal, engineering and shipbuilding.—Machinists were busy, steam engineers and electrical workers active. Blacksmiths were also busy. Jewellers reported trade very good.

Woodworking and furnishing.—These trades in the main were busy.

Printing.—All classes were very busy.

Clothing.—This has been one of the best seasons in the clothing trade that this district has ever had.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters were active, with cigarmakers and tobacco workers very busy.

Leather.—Active conditions prevailed.

Miscellaneous.—Barbers, and delivery employees were very busy. Broom makers, hotel, restaurant and theatre employees were actiye. Laundry workers were exceptionally busy, there being extra employees in the steam laundry.

Transport. — All were exceptionally busy, and there was a tax on the endurance of the men to cope with the heavy traffic. Teamsters and expressmen were busy.

Unskilled.—This class was well employed at very good wages for this time of the year, $1.75 and $2.00 per day being the rate.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During December labour has been very well employed. As is always the case at this time of the year, the supply was greater than the demand for unskilled labour. Some of the building trades reported that on account of the cold weather they were working short time. Transportation employees have been very busy. Bank clearings for the month have been in excess of those of any previous month since the establishment of the clearing house in Calgary. Wholesalers had a very satisfactory month. The retail merchants reported a very heavy Christmas trade.

The customs receipts for November, 1906, amounted to $38,000.79 as compared with $19,845.93 for November, 1905.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The important announcement was made that sugar beets are to be grown in the vicinity of Calgary. Sugar beet raising has been tried at Lethbridge. The same conditions prevail here, and with a system of irrigation beets should do well. A large number of sugar beets farmers from Holland, Michigan, have been looking over the ground. The enterprise is being encouraged by the Canadian Pacific Railway Irrigation and Colonization Company.

Lumbering.—Mill men have a large staff of men employed in the lumber camps getting out logs for next season's cut.

Mining.—The coal mines in this locality were operated to full capacity in order to keep up with the demand.

Other industries.—A proposition was made to the City Council for the developing of a large water-power to the west of the city, to furnish power and light at a price lower than the city can manufacture it for.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, painters, decorators and paper hangers, were active; carpenters and joiners, plumbers and gas fitters were busy, and stone cutters and builders' labourers dull.

Metal, engineering and shipbuilding.—Iron moulders, electrical workers and linemen were active. Machinists, boilermakers, steam engineers and sheet metal workers were busy; jewellers very busy.

Woodworking. — Woodworkers were busy, also carriage and wagon makers.

Printing.—Printers, pressmen and book binders were busy.

Clothing.—Journeymen tailors and garment workers were very busy.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were very busy, and cigarmakers active.

Leather.—Saddlers and leather workers were busy.

Miscellaneous.—Barbers, delivery employees, hotel and restaurant employees were busy, clerks, and laundry workers very busy.

Transport. — Railroad train crews, switchmen, cab drivers, hackmen, carters and draymen were busy. Railroad trackmen were active, and telegraphers busy. Teamsters and expressmen were very busy.

Unskilled.—This class found employment somewhat dull.

EDMONTON, ALTA., AND DISTRICT.

Mr. W. A. Deyl, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a noticeable decrease in the number of people employed during December, owing to the cold and stormy weather. Outside work on the whole was at a standstill, but owing to an exceptionally good summer and fall a large number of buildings were enclosed by the time cold weather arrived. The Christmas trade was reported excellent. A great many people took advantage of the holiday rates, making transportation active. Bankers reported a very good month. Preparations were being made by several trade organizations to meet the employers in conference with a view towards an amicable arrangement for next season's wages and working conditions. No trouble is anticipated as the relations between employers and employees are friendly. The building permits issued during 1906 amounted to $1,863,894, as against $750,000 for 1905. It is fully expected that the amount of building to be done in 1907 will amount to at least $3,000,000. By-laws submitted to the ratepayers during the month were carried, involving an expenditure of $275,000 for street paving,

rails and material for electric railway, incineration plant, and exhibition grounds. All arrangements for the construction of the first long link of the Alberta Government's telephone system in the central part of the province have been practically completed, and the Public Works Department will be ready when the weather permits to proceed with the construction of the line between Edmonton and Lloydminster. Specifications have been completed, the necessary exploration work done, and the route of the line chosen. The Government is now advertising for poles, and calling for tenders for wire, instruments, and other necessary items. The Government telephone line from Calgary to Banff is nearing completion and will be in operation shortly. Active operations will commence very shortly towards the development of stone quarries on a large scale in the immediate vicinity of Edmonton, on the Saskatchewan river. A company has been formed and will build scows and a steamer for the purpose of making deliveries.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Large shipments of white fish will be made from this point to both central Canada and the United States.

Lumbering.—Operations in the woods were rushed, every available man being hired for the work.

Mining.—Coal mining was very active, and the great demand for coal has caused the establishment of a number of companies who will develop and work mines on a large scale. Several large seams have been discovered in the immediate vicinity of the Grand Trunk Pacific Railway Company's right of way, and also near the line of the Canadian Northern Railway.

CONDITION OF PARTICULAR TRADES.

Building.—All branches, except bricklayers and masons, were fairly well employed on inside work. Bricklayers and masons were very quiet.

Woodworking and furnishing.—All factories were fully employed.

Printing.—Every branch was very busy.

Clothing.—Journeymen tailors were very active.

Food and tobacco preparation.—Bakers, butchers, ice cutters and cigar makers were busy.

Miscellaneous.—Barbers, hotel and restaurant employees, and laundry workers were busy.

Transport.—Busy conditions prevailed in every department.

Unskilled.—Owing to the cold weather and storms unskilled labour found conditions quiet.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during December was active, excepting for a temporary shut down, pending a transfer of the property of the Bachelor mine, at Three Forks, B. C. Harmony prevailed between employer and employee throughout the Kootenay district The production of coal and coke at the Crows Nest Pass collieries having about recovered normal conditions since the settlement of the strike, the supply of coke reaching the Trail smelter has increased so that another copper furnace has been blown in making three in operation, It is anticipated that all five copper furnaces will be blown in soon, when the plant will be reducing seventeen thousand tons daily. In the shaft of the Grand Prize property located north of Rossland, a find of free gold has been reported. The Queen Victoria group of copper claims located near Beasley siding, has been purchased, and the contract for the construction of a Tramway from the mines to the railway has been let while a force of men is now employed in the construction of a bankhouse and other outhouses so that in course of six weeks time it is expected that a force of at least fifty men will be

employed at this mine. This will materially aid in the development of the district. The Eureka is on the 'Slocan Star' lead and its successful operation will cause prosperity in the Sandon camp.

NEW WESTMINSTER, B.C., AND DISTRICT.

GENERAL CONDITION OF THE LABOUR MARKET.

Labour continued active, except among outside workers, the weather having been somewhat unfavourable. The Provincial Government has made an arrangement with the Salvation Army to bring a number of settlers to the province next year. At a meeting of the carpenters' Union recently the matter was discussed and a committee empowered to draft a communication explaining the local condition and sending the same together with clippings from the local newspapers to the leading newspapers of Great Britain. The year which has now closed has been a very prosperous one in this district, and indications are that the coming year will still be more active. Machinery is on the way for the Glass works and the plant is expected to be in operation early in the new year.

A large addition is being made to the Schaake machine works in order to cope with the increasing business. A new four storey brick block is in course of erection. The ground floor will be occupied by six stores, and the top flats fitted up for offices and apartments. The construction of the building for the manufacture of wooden pipes in this city is well underway; the plant will be 138 feet long by 68 feet wide, and with a top storey 70x80 feet. Three parties of surveyors are in the field locating a route for the extension of the British Columbia Electric Railway to Chilliwack. The capital of the company has been increased from £1,000,000 to £1,500,000 with the object of providing for the building of the road. Good progress is being made in the extension of the G. N. Railway from this city to Millsides, and also with the extensions and improvements between this city and the international Boundary. The steamers plying between New Westminster and Chilliwack have increased freight rates by about ten per cent. A shipment of 400 tons of cured dog salmon was made to Japan during the month, and a large shipment of fish oil from the Fraser river was made to Europe. Considerable activity prevailsin in real estate, a large number of properties changing hands. The receipts at the local registry offices for November were the highest recorded in the past fifteen years.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — This industry was quiet. A good many farming properties changed hands. The weather was very mild and pasturage was still to be had for stock. The tobacco crop of the Okanagan valley was excellent, one grower having a yield from twelve acres of 17,000 pounds of cured tobacco said by experts to be equal to the best American grown article. The following figures will show the development of fruit growing in this province. In 1891 the total orchard acreage was 6,347; in 1901, this had increased to 7,430; and in 1905, to 22,000 acres. In 1902 fruit shipments amounted to 1,958 tons; in 1903 to 2,544; in 1904, to 3,025 tons valued at $240,000; and in 1905 to 4,350 tons valued at $350,000. The value of the fruit crop of 1906 exceeded one million dollars.

Fishing,—This industry on the Fraser river was quiet. Some steel heads were being taken for which good prices were obtained.

CONDITION OF PARTICULAR TRADES.

Building.—Conditions were dull.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers machinists and engineers, steam engineers, electrical workers, horseshoers, shipwrights and caulkers were active. Silversmiths were busy.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers, and car building were active, and shingle weavers dull.

Printing,—Printers and pressmen were active.

Clothing, — Journeymen tailors were busy and boot and shoe workers active.

Food and tobacco preparation.—Bakers and confectioners butchers and meat-cutters were active.

Leather.—Tanners and curriers were active.

Miscellaneous,—Clerks and stenographers were active and delivery employees hotel and restaurant employees and laundry workers busy.

Transport,—Freight-handlers were active also steamboat men. Street railway employees, teamsters and expressmen were busy.

Unskilled.—Busy conditions prevailed.

VANCOUVER, B.C., AND DISTRICT.

Mr. George Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Inside labour was well employed; outside work, however, was kept back by wet weather. Beginning January 1, 1907, the rate on flour and wheat to the Orient will be reduced. The rate to Shanghai, which has been $5.00 will be lowered to $4.00, and the rates to Japanese ports and to Hong Kong will be $3.50 instead of $4.00 as formerly. Tramp steamers for some time past have been encroaching on the business of the regular liners, hence the reduction. The flour and wheat business with the Orient has been far larger this season than formerly and the shipping men expect that the season of 1907 will be as heavy as the present year. Another surveying party left for Prince Rupert. It is reported that the Grand Trunk Pacific Railway surveyors at present in the North-west have been ordered to the Northern terminus. Trade in Christmas goods was very brisk. A sufficient supply of eastern poultry arr ved in time to meet the demand, but there was not enough for the outside trade. Prices in the flour and feed trade remained normal. The hardware trade was very active. There was a slight reduction in cut nails, but local wire nails rose to $2.85 base, and the same price quoted for the imported article. Provisions, retail, were as follows:—Hams, 20 cents per lb.; breakfast bacon, 22 cents per lb.; dry salt, long clear, 16 cent per lb.; local creamery butter, 35–40 cents per lb.; dairy butter, 25 cents per lb.; Alberta butter, 35 cents; lard, 13 1-3 per lb., by the tin; Ontario cheese, 20 cents per lb.; eggs, local, 60 cents per dozen, eastern, 35 per dozen; mutton, 12½—18 per lb.; veal, 12½—18 per lb.; pork, 12½—15 cents per lb.; chickens, 25 cents per lb.; ducks, 22 cents per lb.; geese, 20 cents per lb. and turkeys, 25 cents per lb. The license for milk vendors has been placed at $1.00 for 1 cow; 50 cents each thereafter for each cow up to $5.00. All milk sold is subject to inspection.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, stone cutters and builders' labourers reported a number of men idle, owing to the wet weather. There was plenty of work to do, and the outlook for 1907 is very promising. Lathers and plasterers reported plenty of work and no men idle, likewise plumbers, gas and steam fitters. Painters and decorators were fairly well employed.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists, electrical workers and line men were very active. Blacksmiths and boiler makers were well employed. Horseshoers in some instances worked overtime. Jewellers were very busy; a number worked overtime.

Woodworking and furnishing.—Woodworkers, especially those employed on store, office and other fixtures, were well employed. Upholsterers reported trade active. Carriage and wagon makers reported trade good, pattern makers active, and shingle weavers fair.

Printing.—The printers reported an excellent month. The newspapers could

not handle the extra holiday advertising. The "Morning Guardian," a new paper, has appeared with a new plant throughout. Job printers were very busy, as were pressmen.

Clothing.—Tailors reported trade active.

Food and tobacco preparation.—Cigar makers reported business active, and some shops were short handed. Butchers were active, and bakers and confectioners were working overtime.

Leather.—Workers on horse goods were busy.

Miscellaneous.—Barbers reported trade fair. Clerks, stenographers, delivery employees, etc., were very active, some working overtime owing to the holidays. Hotel, restaurant and theatre employees, laundry workers, etc., reported trade brisk, and prospects good.

Transport.—Both railroad and steamboat traffic was very heavy, and all employees active. Teamsters and expressmen reported a good month.

DISTRICT NOTES.

North Vancouver.—A new sawmill will be started in January, 1907. Wallaces' shipyard was very busy. Besides the building of four large scows, work will be started shortly on the building of a tug boat, 125 feet long.

VICTORIA, B.C., AND DISTRICT.

Mr. J. D. McNiven, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed throughout the month, and except for the strike in the shipyards there were no men idle in the city. In some branches workmen were in demand. Wholesalers reported trade brisk, while retailers had a very busy month, with an exceptionally heavy holiday trade. The city building inspector reported building operations for the past year to have been about $700,000 an advance of $200,000 over last year. Examinations for stationary engineers' certificates were held during the month, when forty-three candidates made application; of these five were for second class; twenty for third class, and eighteen for fourth class.

In connection with the strike in the shipyards, the shipwrights and caulkers, and labourers went out during December, the former because of the employment of unskilled labour on work which they claimed belongs to their craft, while the latter, because of refusal to work in the boiler shop, were dismissed. At the end of the month there were over one hundred men idle on account of this trouble, with no immediate prospect of a settlement.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—All mills in the city and district were busy, but the management of nearly all complained of a shortage of logs. They have orders ahead for months, and in a number of cases large contracts have been refused on account of the pressure of business. Not in many years has there been such a demand for lumber with such a scarcity of logs. The Sydney mill, which has been running at irregular intervals during the past few years, is again in operation under new management. A planing mill has been added to the equipment, which, in full operation, will employ about fifty hands. A new mill is also projected for Esquimalt Harbour with a capacity of 150,000 feet per day. The B. F. Graham Lumber Company, which is interested in the concern, early in the month shipped machinery for a small mill to be established at the mouth of Gordon River, for the purpose of cutting material for the large mill. Shingles have been advanced fifteen cents on all grades, which now makes the regular prices $2.50

Manufacturing.—Activity was general in manufacturing concerns.

Mining.—Reports received from various camps on Vancouver Island were bright. A great deal of development work is being done on the Island and in the Atlin country.

Other industries.—The whaling industry on the west coast of Vancouver Island is developing, and the company now operating there proposes to establish other stations and engage in the manufacture of other products than whale oil and fertilizers.

CONDITION OF PARTICULAR TRADES.

Building.—Conditions in the building trades were very satisfactory, much more so than during the corresponding month of last year. Employment was steady and weather conditions favourable for outside work. Bricklayers and masons were well employed, and carpenters and joiners had fair employment, while lathers and plasterers were busy. Painters were well employed, and plumbers had fair employment, while there was very little work for stone cutters, though builders' labourers were busy.

Metal, engineering and shipbuilding.—On account of the strike in the shipyards a number of men in this branch were idle throughout the month. The various yards have plenty of work on hand, but as workmen are not available under the old conditions, and employers have refused to yield to the demand of the men, very little work was turned out. Iron moulders were fairly well employed and machinists, engineers, blacksmiths, sheet metal workers and horseshoers were busy. Electrical workers and linemen had fair employment. Boiler makers, iron shipbuilders, shipwrights and caulkers involved in the strike were all idle.

Woodworking and furnishing.—Woodworkers, upholsterers, carriage and wagon makers were busy.

Printing.—Printers were very much in demand throughout the month, and pressmen and bookbinders were busy.

Clothing.—Journeymen tailors had a good month and garment workers were busy.

Food and tobacco preparation.—Bakers, confectioners and butchers had a very busy month.

Leather.—Harness makers and saddlers had a busy month .

Miscellaneous.—Barbers reported a good month. Clerks, stenographers, laundry workers and delivery employees reported a good month.

Transport.—Since the closing of navigation on the northern rivers there has been a surplus of steamboat men and steamboat firemen, as a great many of this class spend the winter here. Ship labourers and longshoremen had fair employment, and street railway employees were busy. Cab drivers, hackmen, draymen, teamsters and expressmen reported conditions fair.

Unskilled.—Labour of this class was well employed, and conditions were much better than in former years.

DISTRICT NOTES.

Tod Inlet.—A new kiln has been installed with the necessary driers, etc., at the works of the Vancouver Portland Cement Company. The Tod Inlet Works are turning out about 650 barrels a day, although the demand in British Columbia is only a small proportion of this. The bulk of the output is being stored. Some shipments were being made to Puget Sound, where a local shortage exists. At the present time there are three kilns, and the output can be made 1,000 barrels a day.

Chemainus.—The big mill has cut about 70,000,000 feet of lumber during 1906, having been run almost to its full capacity. The manager of the concern complains of a scarcity of logs on account of not being able to secure labour enough to put in an adequate supply. The pay roll of the Chemainus Company is now over $30,000 per month. Improved facilities for the handling of its product have recently been installed.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABUOR MARKET.

The condition of the labour market has not shown much change during the month from those prevalent in November, except in the logging industry.

There has been a general demand for men to meet the requirements of the principal industries in the district, and there is still exceptional activity in the lumber and coal trades. Merchants reported business for the month good. There has been no change in the rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was little activity among farmers.

Fishing.—Herring fishing and curing is in full progress, and as there are several new companies starting up the output is expected to largely exceed that of last year. As the fish exported last year gave great satisfaction to consumers the demand is in excess of the supply at present.

Lumbering.—The saw mills were working to full capacity, the demand for sawn lumber being still on the increase. The citizens of Nanaimo have granted the saw-mill company a right of way to connect the mill yards with the railway by a short spur line. This will enable the company to ship lumber at less cost as well as more speedily, and the sawmill, sash and door factory are to be enlarged at once, so that the output can be doubled if required. Among the logging camps work has not been very steady owing to the wet weather and snow. Some of the northern camps have shut down until the weather improves. The demand for logs is still greater than the logging camps can supply.

Manufacturing.—The local foundry and the one at Ladysmith have been steadily employed.

Mining.—The quartz mines in this district have been steadily working, and on Texada Island there is a steady growth in the industry, and the prospects are good for some time to come. Among the coal mines work is being pushed to full capacity among the different mines of the district, as there is a shortage of coal all along the Pacific coast, and the prospects are very good for a continuation of the demand for some time.

Railroad construction and employment.—There was not much railroad construction in progress owing mainly to the prevailing shortage of men.

Other industries.—Work was steady at the local quarries with good prospects.

CONDITION OF PARTICULAR TRADES.

Building.—There was not much employment, though painters and plumbers were active.

Metal, engineering and shipbuilding.—There was a fair demand for steam engineers in the province. Blacksmiths had a fair month.

Woodworking and Furnishing — Carriage makers reported a fair month.

Printing.—Printers were active.

Clothing.—Tailors were quiet.

Transport.—Teamsters and expressmen had a fairly good month.

Unskilled.—There has been a good demand for unskilled labour during the month, but owing to the wet weather there was a good deal of time lost on outside work.

INDUSTRIAL AND LABOUR CONDITIONS IN CANADA, DURING 1906.

IN no previous year in the history of Canada was production so considerable, the amount of employment for labour so great, or the general condition of trade and industry so prosperous, as during 1906. Conditions in this respect were much more active than in 1905, which in turn was busier than the preceding year, and surpassed also the exceptionally active season of 1903. The most noteworthy feature of the year was the pronounced expansion which took place in almost every branch of commerce and industry, and which was felt appreciably, though in varying degrees, in every section of the Dominion. Chief among the factors contributing to this was the extensive railway construction under way and the rapid progress of settlement in the North-west provinces. Not less than $62,000,000, it was estimated, were expended on new railway lines and equipment, the new track built exceeding 3,300 miles in length and opening up millions of acres of new territory. The effect of these extensive operations was felt at once throughout the Dominion, not only in affording immediate employment to many thousands of labourers engaged in construction and in the manufacturing and forwarding of material, but in giving a widespread stimulus to general trade and industry. Concurrently, the arrivals of immigrants, and the homesteading and sale of lands were on a scale exceeding by a wide margin that of any previous year. In addition, the yield of agricultural products was estimated to be heavier than in 1905, the acreage under cultivation showing a large increase, while the dairying branch had the most profitable year recorded. The other primary industries were similarly active. In mining, the output of coal, asbestos and many other minerals was much larger than in 1905, while the richness of the silver deposits uncovered in the vicinity of Cobalt, Ont., and the activity of the metalliferous mines of British Columbia, were among the most widely noted developments of the year. The lumber cut in British Columbia, was the heaviest on record, and though conditions in this industry showed a less marked advance in Ontario and the eastern provinces, the year was one of general activity. In fishing alone was there a serious falling off in any department, the salmon catch on the Fraser River being about 30 per cent. less than the average; the Atlantic fisheries, however, had a fair year, an improvement in the catch of several varieties being reported compared with 1905. Among the remaining industries and trades, corresponding activity prevailed. In manufacturing, the increased demand for goods, resulting from the general prosperity and the expansion of the western market, caused a large expansion in the number of factories in operation, and in the size of staffs. The output of goods, accordingly, showed a large increase, and heavy additions were made to plant and equipment. Returns of freight and passenger traffic by the leading transportation companies were heavier than ever previously reported, the increase being reflected in the largely augmented earnings and profits of the companies. Railway companies were estimated to have expended upwards of $18,000,000 on new rolling stock during the year, while large additions were made to the fleets of navigation companies operating on the great lakes, and on the Atlantic and Pacific Oceans. Building, in view of the general expansion and the rapidity of settlement in western Canada, was on a much more extensive scale than in any previous year. Civic improvement works in many of the cities were extensive, owing to the growing population and the need of additional facilities. The various skilled trades, almost without exception, had an active or busy year. Foreign trade showed a heavy advance compared with 1905 and former years, and domestic trade, both wholesale and retail, had an exceptionally prosperous year, the Christmas holiday trade being the largest recorded. A significant feature of the domestic trade was the superior quality

of the goods purchased. General prices were firm to upwards, the activity of real estate transactions and the marked rise in prices being especially noteworthy in this connection. Public revenues were very buoyant, showing in the case of the Dominion and the provinces large increases compared with 1905. The number of strikes and lock-outs was greater than in 1905 and 1904, but less than in 1903. In the closing weeks of the year, it was generally anticipated that the activity of industry would be on an equal if not greater scale in 1907, the amount of work under way or projected being unprecedentedly large.

The demand for labour, in connection with industrial operations during 1906, was in several branches and localities in excess of the supply. This was especially the case during the months of July, August and September, when, in addition to the widespread building and improvement work in progress and the increasing activity of railway construction, the harvesting of the western grain crop necessitated the immediate employment of a large body of men. This caused considerable inconvenience and delay in several branches of industry, including the Nova Scotia collieries, the British Columbia salmon canneries and the construction of the National Transcontinental and other railway lines. In addition, there was a keen demand for farm labour throughout the year in every province of the Dominion. Mining companies in British Columbia were also reported to be in need of additional labour, especially of the less skilled classes, and the lumbering companies of Ontario and the eastern provinces found difficulty in securing skilled workmen for the winter season of 1906-07. Domestic servants were very scarce, and there was an unsatisfied demand for clerks for banks and wholesale establishments.

Industrial activity was well maintained throughout the year. The winter season was unusually mild and the lack of snow caused some inconvenience to certain industries. Spring was somewhat later in opening than in 1905, but the harvest was about two weeks earlier, and the closing months of the year were exceptionally favourable, outside work being continued on an unprecedentedly active scale.

Wages and Hours of Labour.*

Rates of wages were strongly upward in tendency during 1906, a large number of employees receiving material increases. Owing to this fact and the exceptional activity of industry, the earnings of the working classes and the amount distributed in wages were unprecedentedly large. Especially was this the case among farm hands, railway construction employees and unskilled labourers who received higher rates and were employed in larger numbers than in any previous year. The demand for workmen of these classes constituted a very important influence affecting the general market for labour and the prevailing level of wages throughout the year (†). In the lumbering industry, wages were higher than in 1905; in connection with the engagement of men for the winter season of 1906-07, the rates offered were from $3.00 to $6.00 per month in advance of the previous year. In the mining and manufacturing industries, also, the general level of wages was higher than in 1905, especially among the less skilled operatives. Cotton mill employees, for example, were in certain large establishments given an advance in scale, and individual increases were granted in a large number of factories of different classes. Fishermen on the Fraser River, however, earned considerably less in 1906 owing to the scarcity of fish, though the rate was more than double that of 1905. Employees of transportation companies, in large numbers, received increases in schedule rates, among the

* Special articles and tables relating to changes in wages and hours of labour during the first, second and third quarters of 1906 appeared in the May, August and November issues of the *Labour Gazette* at pages 1250, 178 and 510 respectively. An article dealing with changes reported during the fourth quarter of the year will be published in the February issue of the *Gazette*, together with a statistical review of the changes occurring throughout the year.

(†) Tables showing the prevailing rates of wages for these classes throughout Canada were published in the September, October and November, 1906, issues of the *Labour Gazette*, pages 278, 391 and 530 respectively.

classes thus affected being the following: maintenance-of-way employees throughout the Canadian Pacific Railway system; conductors, trainmen and yardmen employed by the Canadian Pacific Railway Company; locomotive engineers, yardmen and switchmen employed by the Grand Trunk Railway Company; boiler makers and machinists employed by the Canadian Pacific Railway Company; telegraph operators employed by the Père Marquette Railway Company; and trainmen and yardmen employed by the Michigan Central Railway Company. Street railway employees obtained advances at the following points: Quebec, Montreal, Que., Ottawa, Niagara Falls, Hamilton, Guelph, London, St. Thomas and Port Arthur, Ont., Winnipeg, Man., and Victoria, B.C. Elevator men, longshoremen, etc., at Port Arthur and Fort William, Ont., obtained an increase in scale, and at St. John, N.B., the scale for employees of this class during the winter port season was higher than in the preceding year. In the building trades upwards of 6,000 employees obtained an increase in scale, the most important change from the standpoint of numbers affected being among carpenters at Toronto, Ont. Civic employees in a number of localities obtained an advance in scale.

Important reductions in hours went into effect on January 1, 1906, in the printing trades, the eight-hour day being adopted in a number of localities, including Halifax, N.S.; St. John, N.B.; Peterborough, Brantford and Fort William, Ont., and Dawson, Y.T., while at a number of other points including Kingston, St. Catharines, Guelph, Stratford, London and St. Thomas, Ont., the hours of printers, pressmen, etc., were reduced to 8½ per day on the understanding that after 18 months the eight-hour day would become operative. The eight-hour day was adopted in a number of smelters in British Columbia affecting upwards of 300 employees.

Cost of Living.

The prices of a number of staple articles, entering largely into cost of living, were on a high level during 1906, especially during the closing half of the year. Cheese, butter, eggs, hay, fruit, vegetables and other farm produce were high, except during the winter months. Milk, during the autumn months was on an average one cent per quart higher than during the same period of 1905. Meats were somewhat lower, though hogs were very high during the first half of the year. Fish showed an advance, and canned foods of all kinds were quoted at higher prices than in 1905. Ice was high owing to scarcity resulting from the mild winter season. From the same cause the consumption of fuel was less, though prices were well maintained. A severe scarcity of fuel with enhancement in prices prevailed in the Northwest provinces during the autumn months as a result of the strike of coal miners at Lethbridge, Alta. Flour and bread prices were, on the whole, unchanged. Cottons, and certain lines of woollens were advanced, and hides, leather and footwear were considerably higher than in 1905. Lumber, metals and general hardware showed a marked advance. Rentals, in nearly all of the larger cities were upward, and real estate valuations increased. A scarcity of moderate-sized dwellings was reported in Toronto and other Ontario centres. As reflecting general conditions, hotels and boarding-houses over a large section increased their rates.

Immigration and Colonization.

The number of immigrants arriving in Canada during 1906 was greater than in any previous year. The arrivals by ocean ports during the fiscal year ended June 30, 1906, were 131,268, compared with 102,723 during the preceding fiscal year, an increase of 28,545. During the same period arrivals from the United States totalled 57,796, compared with 43,543 in the preceding year, an increase of 14,253. It will be seen that total arrivals were 189,064 in 1905-06, compared with 146,265 in 1904-05, an increase of 42,796. During the second half of the calendar year 1906 a corresponding increase in the number of immigrant arrivals compared with 1905 was

reported.* An improvement in the quality of the immigrants was reported as compared with previous years, owing to the care exercised in selecting immigrants in Great Britain and elsewhere, and the rigid system of examination on arrival. The settlers who came in from the United States were of exceptional value, nearly all possessing capital and experience in the industrial methods of the country. The majority of the immigrants were distributed in the North-west provinces, though large numbers found employment on farms in Ontario and Quebec. In connection with the distribution of immigrants in Ontario the office of the Provincial Government situated at Toronto reported a very large increase in operations, the facilities of the office having been largely added to at the beginning of the year. The movement of settlers from Ontario and the eastern provinces into Western Canada was also heavy. As a result the progress of settlement and the development of industry in western Canada was more rapid than in any previous year. The number of homestead entries during the fiscal year ended June 30, 1906, was 41,869, compared with 30,819 in 1905, a net increase of 11,050, the entries representing 105,420 souls in 1906, compared with 77,550 in 1905, an increase of 27,870. Of the entries made during 1906, 12,485 were by Americans, 11,641 by Canadians and 8,097 by British. The regulations of the Dominion Government, with regard to homesteading, were amended during the year, for the better prevention of fraud. The number of Dominion land patents granted during the fiscal year was 12,770, compared with 8,978 in the preceding year, but the acreage showed a decrease from 6,197,354 to 4,181,345. Land sales made by companies were on an extensive scale those of the C.P.R. Co. being over 50 p.c. heavier than in 1905. During the second half of 1906 the number of homestead entries made, land patents issued, etc., continued to show large increases.*

A noteworthy feature in connection with immigration in 1906 was the action of the Salvation Army in bringing selected colonists to Canada from Great Britain. The steamship "Kensington," having been chartered to make three special trips during the spring season, the parties being in charge of officers of the Army who undertook to find employment for all on arrival. About 12,000 immigrants were brought to Canada in this manner. The Church Army and certain other benevolent organizations also brought specially conducted parties. The arrangements of these organizations for the season of 1907 are on a much more extensive scale.

* The latest statistics available in this connection are published in the monthly review of Immigration and Colonization elsewhere in the present issue.

Interruptions to Industry.

There were 138 trade disputes reported to the Department of Labour as in existence during 1906 (*), compared with 87 in 1905, 103 in 1904, and 160 in 1903. The number of workpeople involved was approximately 26,014 in 1906, compared with 16,127 in 1905. The number of working days lost was 489,775 in 1906, compared with 284,140 in 1905. The increases in the number of workpeople affected and in the number of working days lost were largely due to strikes occurring during the month of September, including a strike in the building trades at Winnipeg, Man., and a strike of coal miners at Fernie, B.C., the loss in working days in this month alone aggregating 96,860. The dispute attended with the most serious consequences to the general public during 1906, was one among coal miners at Lethbridge, Alta., which affected 500 men and was prolonged from March 9 to December 3, being settled under the Conciliation Act, 1900. As the southern section of Alberta, the Province of Saskatchewan and a portion of the Province of Manitoba depend on these mines for a large portion of their fuel supply, serious inconvenience and loss, with considerable suffering were caused by this disturbance during the closing months

(* A special article, with tables and diagrams, dealing in full detail with the trade disputes of the year, is published elsewhere in the present issue.

of the year (†). Strikes of mill hands and lumbermen at Buckingham, Que., and of Street Railway employees at Hamilton, Ont., were accompanied by serious rioting, causing in the former case the loss of three lives.

No disasters, causing widespread loss or interruption to industry, occurred in 1906. The mildness of the winter season caused a shortage in the ice supply, and the unusual lowness of water in the streams during September and October threw a number of sawmill hands out of work in Ontario and the eastern provinces. Storms on the great lakes and on the Atlantic coast during November and December caused heavy loss to shipping with some loss of life. In western Canada the forwarding of the wheat crop was seriously delayed, and general industry embarrassed, by a shortage of cars during the Autumn months. A dispute which arose between the Dominion Iron and Steel Company and the Dominion Coal Company during November, with reference to the interpretation of a contract, caused a diminution in the output of steel, and some loss of employment.

Conditions in the Industries and Trades.

The general condition of employment in the several industries and trades throughout Canada during 1906, may be briefly summarized as follows:—

Agriculture.

The year was very favorable for agriculture. The spring was somewhat late in opening, and seeding was completed about ten days later than in 1905. Drought caused some damage to hay and grain in Quebec and the Northwest provinces during the summer. The harvest, however, was earlier than last year, and the autumn season was exceptionally favourable for threshing and ploughing, a larger area having been prepared for the following year's crop than in any previous season. The yield was estimated to be considerably heavier in the Northwest provinces than in 1905. In Ontario, good yields were reported of grain, roots and fodder. The acreage under sugar beets in this province was larger than in 1905, and the crop was heavy. Vegetables were also a good crop, especially tomatoes, though potatoes were light. In Quebec and the Maritime provinces crop returns were variable, but on the whole fair. It was estimated that fully 300 additional threshing outfits were operated in the prairie provinces compared with last year. Deliveries of grain by western farmers were heavier during September and October than in the corresponding months of 1905, but the amount forwarded by the transportation companies was considerably less owing to the prevailing shortage of cars. Over 140 new elevators were erected in Western Canada during 1906.

Operations in the dairying branches were begun at an earlier date than in 1905, and were continued throughout the summer season on a scale of exceptional activity, owing to the unusually high price of cheese, following an increased consumption in Great Britain. A scarcity of fodder during August and September somewhat curtailed the output, but the year was a very profitable one, the value of exports being estimated at upwards of $32,000,000. The first cow-testing associations formed in Canada were organized under the auspices of the Department of Agriculture, Canada, during January, 1906. Stock raisers had a good year, especially in western Canada, some 130,000 head having arrived at the Winnipeg yards, a heavy increase compared with 1905; the car shortage, however, during September, October and November, interfered seriously with shipments. A scarcity in the supply of hogs was reported during the first half of the year in Ontario; deliveries, however, showed an increase during the autumn months.

The fruit crop was, on the whole, a fair one. Small fruits were light, with the exception of cherries, which were heavy; peaches were fair; and grapes a good crop. Apples were a fair crop, but pears were light, while plums were a failure. The honey crop was very

(†) A special article dealing with the causes and effects of this dispute, with a description of the negotiations which ended in a settlement, was published in the December, 1906, issue of the *Labour Gazette*, page 647.

light. A feature of the year among fruit growers was the large number of co-operative fruit packing and forwarding associations that were organized in Ontario and British Columbia. The yield of maple sugar was light, but was of good quality.

Farm labour of all classes was in very active demand throughout Canada during the entire year, notwithstanding that many thousands of immigrants were distributed throughout Quebec, Ontario and the North-west provinces. The number of harvesters despatched during July and August on special excursions from the eastern to the North-west provinces was over 6,000 in excess of last year. Wages of farm labourers were higher than in any previous year. (*)

Fishing.

In the Maritime provinces, deep sea fishermen had on the whole a poor year, though prices for cod and other products ruled high. The catch of smelts and oysters during the winter season was light, and lobster fishermen had only a fair year. Shad and gaspereaux, however, were plentiful in many localities, and mackerel and herring were abundant off the south coast of Nova Scotia. The catch of river and harbour salmon in New Brunswick was heavier than in many years past. Herring curing demonstrations, after the Scottish method, were successfully continued under the auspices of the Dominion Government. The dog-fish reduction plants were working to full capacity; the pest was reported as less destructive than in the preceding year. Tommy-cod fishing in Quebec was active. On the great lakes catches were light, though some improvement was shown during the autumn months. The taking of whitefish in the lakes of Saskatchewan and Alberta was on a heavy scale during the winter months, it being estimated that about 500 fishermen were employed in the lakes north of Edmonton, Alta. In British Columbia the total sock-eye catch was very light, being estimated at about 200,000 cases less than four years ago. The price offered fishermen was high, being 25 cents per fish during July and 20 cents per fish during the remainder of the season, though 33 cents, and in certain cases, as high as 40 cents per fish were offered during the closing days of the run.† The cohoe run was prolonged to an unusually late date, and the catch of spring salmon was fair. Ten additional salmon traps were operated off Vancouver Island compared with 1905. Herring fishing was very active off Vancouver Island, and halibut, during the first six months of the year, were taken in large quantities, though a decrease in the catch was reported during the autumn. Whale fishing was reported profitable, and the sealing fleet had a fair year.

The Georgian Bay Fishery Commission held a number of sittings during 1906. The British Columbia Fisheries Commission, appointed by the Dominion Government, held a number of sessions and presented an interim report. Joint sessions with a commission appointed by the Government of the State of Washington were held by this commission. (‡).

Lumbering.

Mild weather and lack of snow in the woods interfered with lumbering during January in certain sections of Ontario and Quebec. Conditions in this respect showed considerable improvement during February, and the whole cut was, on the whole, fair. The lightness of the snowfall, however, caused difficulty with the drives, the water in the streams during the spring season being lower than in several years. As a result a large number of logs were hung up, especially in the province of New Brunswick. The saw-milling season was very active throughout Ontario and the eastern provinces up to the month of August, in which month the lowness of the water in the rivers caused a curtailment, and,

* A table showing the rates of wages paid to farm hands throughout Canada during the harvesting season of 1906 was published in the September 1906 issue, of the *Labour Gazette*, page 286.

† For statement re earnings of Fraser River fishermen during the season of 1906 see *Labour Gazette* for November, 1906,page 511.

‡ See *Labour Gazette* for November, 1906, page 450.

in some localities, a cessation of operations. The Ottawa Valley and the northern portion of the province of Quebec were the sections chiefly affected by these conditions. Later in the season the situation was considerably relieved in this respect, many of the mills completing the supply of logs on hand. Market conditions were favourable and a number of advances in the price of sawn lumber took place. In connection with preparations for the winter season of 1906-07, a marked scarcity of labour prevailed throughout Ontario, Quebec and New Brunswick during the autumn months, and the effect was widely felt upon the general market for labour. Skilled bushmen were particularly in demand, but large numbers of men rendered idle by the cessation of railway construction, civic improvement, building and other outside work were afforded employment. The wages offered were on an average from $3.00 to $6.00 per month higher than in the preceding year.

In British Columbia the year was one of pronounced activity, both in the camps and in the mills, the output of the latter during several months being limited only by the supply of logs and of labour available. The increased demand for lumber, in connection with the rapid settlement of the prairie provinces was chiefly responsible for these conditions; the foreign market for British Columbia lumber, however, was also very active. It was estimated in the closing weeks of the year that the cut would largely exceed that of any previous year.

Legislation looking to the establishment of forest reserves was passed by the Dominion Parliament and by the Legislature of the province of Quebec (**). Acts for the encouragement of foresty or the protection of forests were also passed by the Legislatures of New Brunswick, Ontario and British Columbia (‡‡).

An important convention of the Canadian Foresty Association was held, on the invitation of the Right Honourable the Prime Minister of Canada, at Ottawa, Ont., during January, 1906. A second convention of this body was held during September, 1906, at Vancouver, B.C.†

Mining.

Pronounced activity prevailed throughout the year in the mining industry. The output of the Nova Scotia collieries showed a heavy increase compared with the preceding year, though a scarcity of unskilled labour, caused by the demand for men in connection with the western harvest, curtailed operations at several of the mines during September and October. Shipments to Montreal were 100,000 tons in advance of last year, while total shipments increased by 488,000 tons. Asbestos and mica mining in Quebec were very active and the output exceptionally heavy, labour being in demand. The mines in Hastings and Frontenac counties in eastern Ontario were more active than in many years past. The most widely noted developments of the year, however, were in connection with silver mining at Cobalt, Ont., where a heavy influx of prospectors and miners took place during the spring months, and where several additional strikes were reported. The number of shipping mines increased, and the output showed a material increase in values. The listing of the stocks of several of the companies engaged in this section gave an additional stimulus to operations. Another important development was the announcement made during April that the Government of Ontario would retain possession of the silver bearing lands on certain timber reservations in the vicinity of Cobalt and would develop and mine the property for the benefit of the people of the province. During the summer months a through examination of the locality was made by officers of the Government in this connection, and the work of opening up the deposits was commenced during September under the direction of the Provincial Geologist. In the sections lying to the north-west

** See *Labour Gazette* for August, 1906, page 192; and for April, 1906, page 1143.

†† See *Labour Gazette* for April, 1906, page 1138; June, 1906, page 1353; and September, 1906, page 282.

† Reports of proceedings at these conventions were published in the February, 1906, and October, 1906 issues of the *Labour Gazette*, at pages 887 and 411 respectively.

of Lakes Huron and Superior mining was, on the whole, more active than in 1905. A successful experiment was conducted at Sault Ste Marie, under the auspices of the Department of the Interior, Canada, in the electrical smelting of Canadian iron ores; it being demonstrated that both magnetic and hematite ores could be economically smelted by the electro-thermic process. Valuable discoveries of oil were made in south-western Ontario and in Alberta. Coal mining in the northern portion of the latter province was vigorously prosecuted, some important improvements in method being carried out, but in the southern portion was greatly curtailed by a strike of miners at Lethbridge, Alta., which began during March, 1906, and was settled under the Conciliation Act, 1900, in the opening week of December. The coal mines of British Columbia had a very active year, both in the Crow's Nest Pass and on Vancouver Island, though a strike in the former locality during September and October caused a diminution in the output and was attended with embarrassment to some of the metalliferous mines and smelters dependant thereon for a supply of coke. Metalliferous mining throughout British Columbia had a very active year, and development work and shipments in the Rossland, Boundary, and other camps were in excess of the preceding year. The value of the output for the province was estimated at upward of $25,000,000, an increase of $2,500,000 over 1905. A scarcity of labour of the less skilled classes was reported as prevailing throughout the second half of the year. The gold output of the Yukon showed a decrease compared with 1905.

Manufacturing.

The output of manufactured goods was greater than in any previous year. Factories in almost every branch and locality were working to full capacity, overtime being the rule in a large number of establishments, with staffs heavy. A marked increase in the number of manufactories took place, especially in the North-west provinces, and a large number of establishments throughout Canada made extensive additions to buildings and equipment. The activity of the year was largely attributed to the general prosperity and the expansion of markets in western Canada. Manufacturers of heavy lines were particularly busy. The output of iron and steel, including steel rails, rods, billets, etc., very largely exceeded that of any previous year, notwithstanding that a dispute between the Dominion Iron and Steel Company, and the Dominion Coal Company during November caused a considerable diminution in the ouput of the former company. Agricultural implements had a larger sale than in 1905, and hardware and metal working establishments of all classes reported a very active market. Stove foundries, for example, were very busy, notwithstanding that heavy stocks were left over in consequence of the mild winter season. Sash and door factories, brick yards, cement mills and other establishments for the manufacture of building material, had the most active year in their history, as had likewise manufacturers of supplies used in connection with railway construction. Cotton mills were working to full capacity and reported a shortage of help. Boot and shoe and clothing manufacturing establishments had a better year than in 1905. Sugar beet factories reported a heavy output. Manufacturers of food products, including biscuitand confectionary establishments, canning factories and flour mills had a very busy year being active in the case of the first named during the spring season, at which period conditions are usually quiet. Pork packing establishments, however, were dull until the autumn season, owing to light deliveries of hogs. Manufacturers of light lines in some localities reported the demand sowewhat easier during the closing months of the year. Female operatives were reported scarce in Ontario. Wages were generally upward.

During the past year considerable difficulty has been reported by manufacturers in Toronto and elsewhere in Ontario in securing a sufficient supply of female labour, especially of the more skilled classes. Manufacturers of white wear goods and other garments were

stated to be particularly affected by these conditions. An appreciable increase in wages, as a result, was reported in knitting, neck-tie, corset, white-wear and other clothing factories, and in bookbinderies wages recently were from $6.00 to $10.00 per week being 10-20 per cent higher than prevailed four years ago. Improved methods and machinery have also increased earnings. The increased number of female factory operatives employed has caused a very marked scarcity of domestic servants. The improvement in sanitary and other conditions which has taken place in Ontario factories during the past few years, has assisted in producing these conditions.

Railway Construction.

Railway mileage under construction was greater during 1906 than in any previous year in the history of the Dominion. It was estimated that upwards of 3,300 miles of new road were built and a total of $62,000,000 expended on construction and additional equipment, the largeness of these totals illustrating in a striking manner the developments in progress in the commercial and industrial life of the country. The activity of construction operations and the demand for labour in this connection were the most important factors affecting general industrial and labour conditions in Canada during 1906, every province of the Dominion being affected directly or indirectly throughout the entire year, while the extent of the work remaining to be done in the closing month gave every indication of a continuance of this activity throughout 1907. Interest during the year was largely centered on the contracts let for the construction of the National Transcontinental Railway, and the progress made therewith. On the portion of the line which is being built by the Commissioners of the Transcontinental Railway, contracts were awarded during 1906 for the construction of the section from the City of Winnipeg, Man., eastward to Peninsula Crossing near the junction point of the Fort William branch of the Grand Trunk Pacific Railway, a distance of 245 miles, and for the construction of the section from the Quebec bridge to a point near LaTuque, a distance of 150 miles. The contracts for the steel viaduct (3,000 feet in length) across the Cap Rouge Valley, and for large quantities of railway ties, steel rails, spikes, bars and other material were also awarded (*). In connection with the line westward from Winnipeg, Man., under construction by the Grand Trunk Pacific Railway Company, additional contracts were let during the year covering the sections from the Touchwood Hills to Saskatoon, Sask., a distance of 140 miles, and from Saskatoon, Sask., to Edmonton, Alta., a distance of 317 miles (†). Work on all of these contracts was immediately begun. Including the sections for which contracts were let in 1905, about 990 miles were under construction for this company. In addition to the above, some 750 miles of new railway were constructed by the Canadian Pacific Railway Company and some 660 miles by the Canadian Northern Railway Company, the former having completed a number of branch lines in Ontario and the Northwest provinces and begun the work of double tracking the main line from Fort William to Winnipeg, and the latter having completed and opened a branch line from Toronto to Parry Sound, together with several important branches in the prairie provinces. The Grand Trunk Company completed a large amount of double tracking in Ontario, and the Great Northern Company had upwards of 400 miles under contract in British Columbia. By all of these companies very active conditions were expected in 1907, it being stated that operations would be pushed as rapidly as possible during the winter months in making rock cuttings, assembling material and other seasonable work. The construction of telegraph lines by the different companies was also on an exceptionally extensive scale. Good pro-

(*) For full details as to the contracts awarded by the Commissioners, see the *Labour Gazette* for June, 1906, page 1296, and for August, 1906, page 108. See also statement published in the opening article of the present issue.

(†). See the *Labour Gazette* for March, 1906, page 953

gress was made on the Quebec bridge, upwards of 11,000 tons of the superstructure having been erected. The demand for construction labourers, which increased as the year advanced, was in excess of the supply available in almost every section, having caused considerable delay to the work, especially during August and September, when large numbers of men were required in connection with the harvest in the North-west provinces. Wages offered throughout Canada were higher than ever before paid for this class of work (†). Heavy expenditures on locomotives and other rolling stock were authorized by all of the large companies, the total amount expended in this connection being estimated at $18,000,000.

General Transport.

Railway traffic, both freight and passenger, and the earnings of railway companies, were heavier than in any previous year. For example, the net earnings of the Canadian Pacific Railway Company, during the last fiscal year, showed an increase of approximately $8,000,000, or 29%, while those of the Grand Trunk Railway Company increased over 10%; the Intercolonial Railway system also showed a material surplus of earnings over expenditures. The distribution of immigrants and of settlers and their effects throughout western Canada; the tourist trade, which was much more active than in 1905; and the heavy movement of general merchandise resulting from the prevailing prosperity, were important features of the year's business. The mildness of the winter season considerably reduced working expenses. Notwithstanding the heavy additions to rolling stock made by the leading railway companies a severe car shortage occurred during the autumn months. The movement of western grain to the head of the lakes was in consequence considerably retarded, and the distribution of coal and general merchandize hampered, especially in the North-western provinces. In Ontario, inconvenience and delay to shippers was caused at many points, prices being increased to the consumer. Railway employees of all classes, including car-shop employees, had a very busy year, with wages for a number of classes on a higher scale than previously.

Street railway employees were very busy, the earnings of companies in nearly all of the large cities showing a heavy increase compared with 1905 and previous years. Cab drivers, hackmen, expressmen, teamsters, etc., were on the whole, better employed than in 1905.

Navigation opened early and water carriers of all classes had a very busy season. Vessels were in demand during the opening weeks of the season, and the fleets of several companies were considerably increased. Shipments of western grain were lighter than in 1905, as a result of decreased deliveries by the railway companies at Port Arthur and Fort William. Other traffic at these ports, however, was much heavier than in 1905, the best former year. General canal traffic was also exceptionally heavy, being greater at Sault Ste. Marie, Ont., than in any previous year. At Montreal, Que., final port returns for the season compared favourably with 1905, and the winter port business at St. John, N.B., was heavy. Ship labourers, longshoremen, etc., had a busy year. More detailed information with regard to navigation during 1906 is as follows:

The season of navigation at Montreal was the longest since 1900, the first sea-going steamship arriving on April 29 and the last leaving on December 2. The number of sea-going steamships visiting the port was 783 with a combined tonnage of 1,957,615, compared with 786 vessels with a tonnage of 1,918,002 last year. The inland vessels visiting the port were more numerous than ever before, viz., 12,257, with a tonnage of 3,905,174, compared with 11,088 having a tonnage of 2,781,191 in 1905. Shipments of grain showed an increase notwithstanding a decrease in corn and barley. Wheat and flax seed showed a large increase. In dairy produce, cheese showed a large increase but butter fell off. Cattle showed a gain. There

(†.) A tabulated statement showing current wages paid for railway construction labourers throughout Canada was published in the October, 1906, *Labour Gazette*, pages 390–91.

was a very large increase in the passenger business of the port. The revenue of the harbour commissioners also showed a considerable advance.

During the season of navigation of 1906, 836 vessels arrived at, and 854 vessels departed from Fort William and Port Arthur, Ont. About 2,090,000 tons of freight were received and about 2,135,000 tons forwarded. The number of arrivals in 1905 was 672 and the total amount of freight received 1,137,000 tons. Shipments of grain for the entire shipping season (April 17 to December 12, 1906) showed a gain over 1905, though less quantities went forward during the crop season, notwithstanding that the export movement set in much earlier in 1906 than in 1905 and that the crop was considerably larger. From September 1 to the close of navigation only 14,497,711 bushels of wheat were forwarded in Canadian vessels to Canadian ports, compared with 17,769,548 bushels during the same period in 1905, a decrease of about 20 per cent. This was accounted for by the fact that there was a decrease of 4,939 in the number of cars of wheat forwarded by the Canadian Pacific Railway, though an increase of 917 in the number of cars of other grain forwarded by the same company, and an increase of 182 cars of wheat and 485 cars of other grain forwarded by the Canadian Northern Railway Company, reduced the total net decrease to 3,405 cars.

The following is a comparative statement of lake commerce through the canals at Sault Ste Marie, Michigan and Ontario during the seasons of 1905 and 1906:—

Items.		Total traffic for		Change.	
		Season 1905.	Season 1906.	Amount.	Per cent.
Vessels:					
Steamers	Number	17,197	18,138	941	-|- 5
Sailing	Number	3,263	2,817	446	—14
Unregistered	Number	1,219	1,200	19	— 2
Totals	Number	21,679	22,155	476	-|- 2
Lockages	Number	13,792	14,523	731	-|- 5
Tonnage:					
Registered	Net	36,617,699	41,098,324	4,480,625	-|-12
Freight	Net	44,270,680	51,751,080	7,480,400	-|-17
Passengers	Number	54,204	63,033	8,829	-|-16
Coal:					
Hard	Net tons	984,701	1,011,375	26,674	-|- 3
Soft	Net tons	5,524,355	7,728,255	2,203,900	-|-40
Flour	Barrels	5,772,719	6,495,350	722,631	-|-13
Wheat	Bushels	68,321,288	84,271,358	15,950,070	-|-23
Grain (other than wheat)	Bushels	39,229,553	54,343,155	15,113,602	-|-39
Manufactured and Pig Iron	Net tons	237,696	391,105	153,409	-|-65
Salt	Barrels	423,122	468,162	45,040	-|-11
Copper	Net tons	106,520	107,633	1,113	-|- 1
Iron Ore	Net tons	31,332,637	35,357,040	4,024,405	-|-13
Lumber	M. ft. B.M.	966,806	900,631	66,175	— 7
Silver Ore	Net tons	41		41	—100
Building Stone	Net tons	10,899	6,222	4,677	—43
General Merchandise	Net tons	836,383	1,134,851	298,268	-|-36

The United States Canal was opened April 13 and closed December 17. 1906; season, 349 days.

The Canadian Canal was opened April 14 and closed December 23, 1906; season 253 days. (*)

* For statement re traffic through Lachine canal during season of 1906, see report of Montreal correspondent.

The Trades.

Building.—Employees of all classes had a very busy year. In the larger centres, including Montreal, Toronto, Winnipeg and Vancouver, the number of building permits issued, and the value of buildings erected, exceeded those of any previous year. In the North-west provinces, owing to the rapid progress of settlement, building was unprecedentedly active, and in Ontario, Quebec and British Columbia, the general prosperity and activity of industry caused a marked increase in the number and size of manufacturing establishments, and in housing accommodation. The outside trades profited also by the open winter and the prolongation of fine weather during the autumn. Among inside workers the demand for carpenters, joiners, stair builders, etc., was widespread, and additional workmen of these classes could have found employment at certain points. Plasterers, painters and plumbers were busy (*).

Metal, engineering and shipbuilding.—Iron moulders, iron workers, machinists, metal polishers, stove mounters, tool sharpeners and other employees of metal working establishments, were very busy. Electrical workers and linemen had a year of marked activity in view of the extension of telegraph and telephone lines. Shipbuilders had a good year, a number of vessels having been launched from Nova Scotia, Ontario and British Columbia yards.

Woodworking and furnishing.—Employees in woodworking establishments, including musical instrument makers, cabinet makers, carriage and wagon makers, furniture makers, varnishers and polishers, etc., were very busy throughout the year. Sash and door factories and other establishments for the manufacture of building materials were working to their utmost capacity. Coopers had a fair year, and pattern makers were very busy.

Printing.—Printers, pressmen, stereotypers, electrotypers and other employees of job and newspaper establishments were busy. Bookbinders were very busy.

Clothing.—Journeymen tailors, garment makers, hat, cap and glove makers, etc., had a good year. Boot and shoe workers were more active than in 1905.

Food and tobacco preparation. — Bakers were actively employed throughout 1906. The confectionery trade showed a considerable improvement compared with 1905, and operatives were in demand. There was a scarcity of ice owing to the mild winter. Tobacco workers had a good year, but cigar makers had only a fair one, being slack at intervals in certain localities.

Leather.—Employment among tanners, curriers, etc., was affected by the unsettled condition of the hide and leather markets, but a good year was reported. Trunk and box makers and other leather workers were busy.

Miscellaneous.—Barbers, laundrymen, and hotel and restaurant employees were busy, business during the tourist season being more active than in 1905. Retail clerks were more active than in 1905, owing to the expansion in trade and the demand for general labour in the western provinces, while clerks for banks and wholesale establishments were scarce. Domestic servants were very scarce owing in part to the increased demand for female factory operatives. Furriers had a busy year.

Unskilled labour.—The demand for this class exceeded the supply in several of the most important centres, throughout the entire season of out-door activity, and particularly during the months of August, September, October and November. The extensive railway construction, civic improvement work and building in progress, and the general activity of the agricultural, lumbering, mining and manufacturing industries contributed to this result, which was felt in almost every section of the Dominion, and was the cause at times of considerable embarrassment in particular industries and localities, as, for example, in the Nova Scotia collieries during August, September and October, in the metalliferous mines of British Columbia during the summer and autumn, in con-

* A statistical statement with reference to the nature and extent of building operations during 1906, in the several cities of Canada will be published in an early issue of the *Labour Gazette.*

nection with the construction of the Transcontinental Railway during the second half of the year, and in the hiring of men for the lumber camps during the early autumn months. Wages at many paints were on a higher level than ever previously recorded (†).

Canadian Trade and Revenue.

Canadian trade, both foreign and domestic, was larger than in any previous year. The total foreign trade of the country for the fiscal year ended June 30, 1906, amounted to $546,929,038, compared with $465,228,307 during the fiscal year ended June 30, 1905, an increase of $81,700,731, to which a gain in exports of agricultural products contributed $24,068,187, while total domestic exports increased by $44,529,100. During the second half of the calendar year, also, a steady increase in exports and imports was recorded, compared with the corresponding period of 1905 (*). Openings for Canadian products in Great Britain, the other Colonies of the Empire and in foreign countries were reported very favourable by agents of the Department of Trade and Commerce, Canada. Domestic trade was exceptionally prosperous throughout the year, a feature being the superior quality of the goods in demand. The Christmas trade was the heaviest recorded, reflecting the general prosperity of the country. Retailers reported increased sales in almost every branch, particularly in dry goods and hardware, with prices firm. The record of trade insolvencies was favourable, there having been, according to Bradstreet's, a decrease of 13.4 per cent in the number of failures, and of 31 per cent in the amount of liabilities. Collections were well met. Expansion in banking continued, a large increase being shown in profits, number of branches, and volume of business. Thirteen banks increased their dividend disbursements. The Ontario Bank went into liquidation, but no loss or inconvenience was occasioned thereby to the general public. Clearing house returns throughout the Dominion were largely in excess of 1905. The prices of many Canadian securities showed an advance. The revenue of the Dominion during the fiscal year ended June 30, 1906, was $78,006,588, compared with $69,474,757 in the preceding year, while a corresponding increase took place in the closing six months of 1906. Provincial, municipal and other public revenues also compared very favourably with those of 1905.

Proceedings of Labour Organizations, Employers' Associations, etc.

From returns received at the Department of Labour up to December 31, it would appear that 154 labour organizations were formed during 1906, and 73 dissolved (*). By provinces the record was as follows:—

Provinces.	Unions formed	Unions dissolved.
Maritime Provinces	9	19
Quebec	42	12
Ontario	45	24
Manitoba, Saskatchewan, Alberta and British Columbia	58	18
Total	154	73

It will be seen that the chief activity of the year in the organization of trade unions was in Manitoba and the western provinces, though a substantial increase in the number of organizations in existence was reported in Quebec and Ontario. In the Maritime provinces a falling off was shown. During 1905 there were 103 organizations formed and 101 dissolved.

Successful conventions of the Trades and Labour Congress of Canada and of the National Trades and Labour Congress were held during September at Victoria, B.C., and St. John, N.B., respectively.

(†). A table showing current rates of wages for unskilled labour throughout Canada was published in the November, 1906 issue of the *Labour Gazette*, page 530.

(*) The latest official returns relating to the current fiscal year are published under the heading "Canadian Trade and Revenue" in the opening article of the present issue.

(*) A special article with statistical tables giving revised and detailed returns relating to the formation and dissolution of labour organizations in Canada during 1906, will be published in the February, 1907, issue of the *Labour Gazette*.

The membership of the former was stated to be 27,767, representing 448 unions, compared with 22,004 representing 378 unions in 1905. A number of important resolutions relating to the condition of labour were passed at these meetings, those passed by the Trades and Labour Congress of Canada favouring, among other subjects, the establishment of industrial schools throughout Canada, the more rigid examination of immigrants, the action of the Government in taking steps to prevent false representations to workmen in Great Britain and the taking of independant political action by the Congress (†). A feature of the year in connection with labour organizations, was the growth in membership of the Fishermen's Union of Nova Scotia, at the annual meeting of which, held in September, 16 incorporated stations were represented, compared with 4 stations last year (††).

The Canadian Manufacturers' Association held its thirty-fifth annual convention at Winnipeg, Man., during September. The total membership was reported as 2,104, compared with 1,839 a year ago (‡). The Montreal and Toronto branches of the Association held important meetings.

Among other associations which held successful meetings during 1906, may be mentioned the Employers' Association of Toronto, The Labour Educational Association of Ontario, and the Master Printers Guild of Ontario.

Royal Commissions. §

A number of Royal Commissions, appointed by the Dominion Government, conducted investigations and presented reports during 1906. The Tariff Commission, appointed in 1905, completed its inquiry in connection with the proposed revision of the tariff, and legislation based on the evidence taken was introduced at the session of the Dominion Parliament beginning November 22, 1906. The Transportation Commission, appointed in 1903, to investigate into present transportation needs in Canada, placed its report in the hands of the Hon. the Minister of Public Works in January, 1906 (*). The general public throughout Canada was greatly interested in the appointment during February, 1906, of a Royal Commission on Insurance which held its initial sitting at Ottawa, Ont., on March 7, and subsequently conducted an inquiry into the operations of the leading life insurance companies in Canada. No report had been issued by this Commission up to the end of the year, though a large body of important evidence was collected. A commission to take into consideration all matters connected with the Grain Inspection Act and the Manitoba Grain Act, to inquire into methods of forwarding grain, and other matters of importance to the grain growing industry, was appointed in July and had taken a large amount of evidence up to the close of the year.

The Commission appointed by a number of Ontario municipalities under the special act of the legislature passed in 1903, to enquire into the feasibility and desirability of establishing and operating municipal power, light and heat plants, issued its report during May, strongly recommending that the project be taken up and pushed to completion (‡). The Commission, appointed by the Ontario Government in 1905, to investigate into the water power resources of the province, presented two reports during 1906. A number of Western Ontario municipalities were supplied with estimates as to the cost of obtaining power in accordance with an arrangement for concerted action suggested by the commission. For the better securing of co-operation on the part of municipalities

(†) Full reports of the proceedings of these conventions, including copies of the more important resolutions passed, were published in the *Labour Gazette* for October, 1906, at pages 392 and 402 respectively.

(††) A report of the proceedings of this convention was published in the October, 1906, issue of the *Labour Gazette*, page 414.

(‡) A report of the proceedings of this convention was published in the October, 1906, issue of the *Labour Gazette*, page 406.

(§) See also reference to proceedings of Royal Commissions under heading "Fishing" above.

(*) A resumé of the findings and recommendations of this commission was published in the February, 1906, issue of the *Labour Gazette* at page 826.

(‡) A special review of this report was published in the June, 1906, issue of the *Labour Gazette* at page 1359.

in obtaining electric power through the Hydro Electric Commission appointed in June 1906, an association entitled "The Western Ontario Municipalities Niagara Power Union" was formed in July 1906.

Legislation

A considerable body of legislation affecting industry and labour was enacted by the Dominion Parliament and by several of the provincial legislatures during 1906. Among acts passed by the former, the most widely discussed was the Lord's Day Act, which considerably modified the provisions of the law with regard to Sunday Labour. Acts were also passed respecting forest reserves, grain inspection, the marking of fruit packages, the prevention of accidents on ships, against usury, respecting placer mining in the Yukon, respecting the milk industry, respecting grants of land to members of the militia force, and incorporating the Canadian Handicrafts' Guild. An extended revision and consolidation of the act respecting immigration and immigrants was also carried out, and the powers of the Railway Commissioners were further defined (1). In Nova Scotia, legislation of the year included provisions for the safety of coal miners, respecting deductions from wages, authorizing government operation of mines in certain instances, providing for the inspection of creameries, cheese factories, meats, etc., for the protection and reformation of neglected children, and respecting the pensioning of school teachers (2). In Prince Edward Island, acts for the protection of the oyster fisheries, respecting the taxation of banks, and defining the qualifications of street car drivers were passed (3). Important acts relating to the employment of child labour and compulsory attendance at school were enacted in New Brunswick; the protection of timber lands and the encouragement of clam raising were also subjects of special legislation in this province (4). In Quebec an important act was passed regularizing the formation and organization of co-operative societies among the labouring classes; the taxation of commercial corporations, the establishment of forest reserves and the further protection of forests were also subjects of legislation (5). The Ontario legislation of the year included several important acts and consolidations, among them being an act providing for the appointment of a Commission to be known as the "Ontario Railway and Municipal Board," the powers conferred on which included that of arbitration and mediation in labour disputes. The Railway and Mines Acts of the province were consolidated. Other acts of the session provided machinery for the co-operation of towns and cities in the development and transmission of electric power through a central Hydro-electric Commission, the appointment of a board of examiners of stationary engineers, the inspection of dairies, the encouragement of forestry, the taxation of railways, banks, etc., and the establishment and operation of municipal telephone systems (6). In Manitoba an important act of the year also had reference to the establishment and operation of municipal telephone systems; an amendment to the Threshers' Lien Act was also passed, and provisions inserted in the Municipal act permitting the operation of Sunday street cars in municipalities in which the majority of the electors have voted in favour thereof. (7). The first legislatures of the newly organized provinces of Saskatchewan and Alberta held their opening sessions during 1906 and an important body of legislation was passed by each province, including in the case of Saskatchewan a Railway Act, a Steam Boilers' Act, an amendment to the Mechanics' Lien Act and an act respecting government aid to creameries; and in the case of Alberta, a Steam Boilers' Act, a Coal Mines' Act,

(1) Reviews of these and other Acts of the Session were published in the July and August, 1906, issues of the *Labour Gazette* at pages 63 and 190, respectively.

(2) See September, 1906, issue of the *Labour Gazette*, page 273.

(3) See September, 1906, issue of the *Labour Gazette*, page 284.

(4) See June, 1906, issue of the *Labour Gazette*, page 1351.

(5) See April, 1906, issue of *Labour Gazette*, page 1144.

(6) See September, 1906, issue of *Labour Gazette*, page 277.

(7) See May, 1906, issue of *Labour Gazette*, page 1235.

an Act empowering municipalities to construct telephone systems, a Mechanics' Lien Act and an Act giving government encouragement to the sugar beet industry. (8). In British Columbia Acts were passed providing additional safeguards for coal miners, respecting the classification of stationary engineers, defining the areas of placer mining claims, providing for the inspection of dairies, regulating the measurement and manufacture of timber within the province, relating to the granting of timber and hand-loggers' licenses and consolidating the Municipal Act (9). An Ordinance respecting liens in favour of miners in the Yukon Territory was passed by Order in Council during May, 1906 (10).

Legal Decisions.

An important legal decision was rendered during July, 1906 by the Judicial Committee of the Privy Council in an appeal brought by the Attorney General of Canada, from a judgment of Mr. Justice Anglin, who had held that Section 6 of the Alien Labour Act, which provides for the deportation of any person allowed to land in Canada contrary to the prohibition of the Act, was *ultra vires* of the Dominion Parliament to enforce. Their Lordships held that the decision of Mr. Justice Anglin was wrong, and that the Government of the Dominion had power to impose the extra-territorial constraint necessary to expel aliens (*). A number of convictions under the Alien Labour Act were secured in Canada during 1906. Another important decision affecting labour in Canada, rendered by the Privy Council during 1906, was with reference to the right of railway companies to contract themselves out of liability for injuries sustained by employees, their Lordships holding that certain legislation enacted by the Dominion Parliament prohibiting "contracting out" on the part of railway companies from the liability to pay damages for personal injury to their servants, was within the power of the Dominion to pass and enforce (†). Other decisions of the year had reference to employers' liability, workmen's compensation, Sunday labour, restraint of trade, intimidation, picketing, rioting, desertion of service, contracts of hire, wrongful dismissal, payment of wages, youthful labour, defective appliances, contributory and joint negligence, conspiracy, safeguarding machinery, observance of Factories' Acts, defective scaffolding, breach of Immigration Act, improper packing and marking of fruit, breach of Bait Act, etc.

Notes.

Assessment returns showed a heavy increase compared with 1905.

Municipally owned undertakings had, on a whole, a very successful year throughout Canada, earnings showing a large increase compared with 1905.

At the annual meetings of *Boards of Trade* throughout Canada, reference was made to the activity of trade and in dustry, and the prevailing prosperity.

A number of *co-operative* apple packing and selling associations were organized in Ontario and British Columbia. A central association for Ontario was formed (*).

Steps were taken at Toronto, Ont., and elsewhere to increase the facilities for *technical education*. Resolutions favouring the establishment of a national system of technical education were passed by the Canadian Manufacturers' Association, the Trades and Labour Congress of Canada and other bodies. In Nova Scotia classes were conducted by Dalhousie College in a number of additional centres (†).

The *Union of Canadian Municipalities* held its Sixth Annual Convention at Halifax, N.S., August 14-16. During the course of the Convention a municipal union for Nova Scotia was organized.

(8) See December, 1906, issue of *Labour Gazette*, pages 638 and 641 respectively.

(9) See April, 1906, issue of *Labour Gazette*, page 1137.

(10) See July, 1906, issue of *Labour Gazette*, page 65.

(*) The full text of this decision is published in the September, 1906, issue of the *Labour Gazette*, page 321.

(†) See *Labour Gazette* for December, 1906, page 694.

(*) A special article descriptive of the objects of this Association was published in the *Labour Gazette* for September, 1906, page 287.

(†) See October, 1906, issue of *Labour Gazette*, page 388.

A union of Saskatchewan municipalities was also organized during August, and a union of Algoma municipalities in December. The Annual Convention of the Ontario Municipal Association was held during September (†).

In all contracts awarded by the Commissioners of the National Transcontinental Railway and by the Grand Trunk Pacific Railway during 1906, conditions were inserted protecting the interests of the working men employed, in the matter of prompt payment of wages, preservation of health, sale of liquors, preference to Canadian supplies, etc.**

A number of industrial *arbitrations* were carried out during 1906. Certain differences between the Ames Holden Company and its employees were settled by His Grace, The Archbishop of Montreal, as arbitrator, during March. The Ontario Railway and Municipal Board successfully intervened in disputes affecting street railwav employees at London, Ont., and Hamilton, Ont. At Toronto, Ont., also, certain differences between the Toronto Railway Company and its employees were settled by arbitration‡.

The investigations begun during 1905 into the operations of certain *illegal trade combinations* at Toronto and Hamilton, Ont., were continued during 1906. Fines aggregating over $10,000 were imposed on January 15 by His Lordship Chancellor Boyd, on members of the Master Plumbers' Association of Toronto. At Hamilton, members of the local Plumbers' Association were fined during March. A number of civil suits were also brought against individual plumbers at Toronto and recoveries made. A further decision was given at Toronto in May with reference to agreements in the trade in proprietary articles constituting a combine in restraint of trade. The organization and objects of the Canadian Tack Manufacturers' Association and of the Dominion Wholesale Grocers' Guild were also made the subject of investigation in the courts and a considerable body of evidence was taken as to the nature of the operations carried on by these organizations.

Telegraph and telephone companies reported a year of great expansion in business and in the mileage of lines in operation. The construction of new lines was particularly extensive in the North-west provinces, being estimated to exceed 3,000 miles. The question of municipal ownership and operation of telephone systems was widely discussed and legislation providing machinery for the same was passed in Ontario, Manitoba and Alberta (††). A vote on the question "shall this municipality own and operate its own telephone system," was taken under the Manitoba Act during December, complete returns with regard to which had not been received up to the end of the year. In Alberta, the Provincial Government undertook the construction of a line between Calgary and Banff, and other lines. The first annual meeting of the Canadian Independent Telephone Association was held in Toronto, September 5.

An investigation into certain complaints made by a number of British printers at Winnipeg, Man., who stated that they had been induced to come to Canada by *fraudulent representations*, made to them in Great Britain, was conducted by the Deputy Minister of Labour for Canada during March, 1906. After a thorough inquiry, it was found that the complaints of the printers were justified, and that a continuance of the practice complained of would be attended not only with serious injustice to individuals, but would affect very unfavourably the immigration interests of the Dominion in Great Britain. It was recommended, accordingly, that the attention of the Government of Great Britain, to whom the complaints of the printers were originally referred, be directed to an act "respecting false representations to induce or deter immigration," passed by the Dominion Parlia-

(†) See October, 1906, issue of *Labour Gazette*, page 335.

(**) A special article dealing with this subject was published in the March, 1906, issue of the *Labour Gazette*, page 1005.

(‡) See October, 1906, *Labour Gazette*, page 430; also statement in present issue under the heading "Recent Industrial Arbitrations and Agreements."

(††) Reviews of this Legislation were published in the *Labour Gazette*) for May, September and December 1906, pages 1235, 283 and 641, respectively.

ment in 1905, in order that similar legislation might be enacted in Great Britain, the Canadian Act being operative only within the confines of the Dominion and affording no relief in cases where misrepresentations of this nature were made outside of Canada. Following this report a resolution was passed by the House of Commons in July, embodying the recommendation made therein, and was forwarded to the Right Hon the Secretary of State for the Colonies During September, the Deputy Minister of Labour was sent by the Government of Canada on a special mission to the Government of Great Britain in order to present the view of the Government outlined in the resolution. The Government of Great Britain subsequently introduced the legislation suggested.

REVIEW OF TRADE DISPUTES IN CANADA DURING 1906. (*)

THERE was an increase in the number and magnitude of trade disputes n Canada during the year 1906, as compared with 1905. Comparing the record of 1906 with previous years, there were in all 138 strikes or lockouts as against 87 in 1905, 103 in 1904, 160 in 1903, 123 in 1902 and 104 in 1901.

Consequent upon the greater number of disputes, there was a marked increase in the number of employees affected. In several cases, the individual disputes involved several thousand employees but were comparatively of short duration. Among such might be mentioned a strike of rolling mill hands at Montreal, Que., involving some 1,175 employees, a strike of coal miners at Springhill, N.S., nvolving 1,500 employees, and strikes of the building trades at Winnipeg, Man., and Toronto, Ont., involving 4,000 and 1,800 workmen respectively. A strike of coal miners at Fernie and Michel, B.C., affected 1,600 workmen and continued from September 22 to November 13, and a strike of piano workers at Toronto, Ont., involving some 600 employees, lasted four months.

The most serious dispute of the year was a strike of coal miners at Lethbridge, Alta., its effects being felt over a very large area. Other serious disputes were a strike of sawmill hands at Buckingham, Que., and street railway strikes at Hamilton, Ont., and Winnipeg, Man., in connection with all of which the militia were called out to assist the municipal authorities. In the case of the strike at Buckingham, there was a serious loss of life in consequence of a iot which occurred.

Strike of Miners at Lethbridge, Alta.

On March 9, 1906, 500 coal miners, employed by the Alberta Railway and Irrigation Company, went on strike at Lethbridge, Alta. The cause of the dispute was the refusal of the Company to recognize an agreement presented by the employees, involving recognition of the Union, check-off system, eight-hour day, increase in wages, hearing of grievances before a committee composed of certain employees and officials of the Company and other demands.

Several unsuccessful attempts to adjust the differences in dispute were made by outside parties. In June, the employees expressed their willingness in a communication to the Company to arbitrate, a Committee to be composed of two arbitrators appointed by the Company, and two appointed by the men on strike, these four to appoint an independent chairman. This, the Company refused to do, saying that it would deal with the men individually. The Company recommenced operations with a number of non-unionists but the fact that these were not skilled miners prevented progress in the mines.

The situation in the towns throughout the provinces of Alberta and Saskatchewan with regard to the coal supply for the approaching winter became so acute that the government of the latter province took the matter up and investi-

*The information contained in the present article is based on reports received from official correspondents of the *Gazette* and interested parties, relative to trade disputes which occurred during 1906. A comparison is also made with returns obtained in the four preceding years, analyses of which appear in the issues of the *Gazette* f January, 1903, January, 1904 and January 1905.

gated the shortage of fuel. At the request of the Hon. Walter Scott, Premier of Saskatchewan, the Department of Labour offered its good offices towards effecting a settlement. The Deputy Minister of Labour was also instructed to personally investigate the situation and report fully upon the matter (**). Mr. W. L. Mackenzie King's services as conciliator were accepted and, after several conferences with the men and the Company, a settlement was reached on December 2, and on the following day the mines were again put in full operation.

Strike of Sawmill Hands at Buckingham Que.

On September 12, the employees of the James MacLaren Lumber Company, to the number of approximately 400, declared a strike at Buckingham, Que. According to a report received from the legal representative of the men, the cause of the dispute was a demand for higher wages, it being alleged that the greater number only received 12½ cents per hour. The strike continued throughout the month without a settlement, although, at the request of the men, the Department of Labour, on September 28, offered to act as mediator of the differences.† The Department's intervention was refused by the Company on the ground that it would not deal with the International Labour Union, of which the men were members. The Company further stated that one sawmill had already been closed down and the men paid off, and, if necessity demanded, the whole plant would be shut down, only such portions of it to be re-opened as circumstances required. On October 1 and again on October 10, Mr. F. Marois was sent to Buckingham by the Quebec Government to effect a settlement, but in each case without success.

On October 8, the Company attempted to bring down some logs with the help of men under the protection of special police. A large number of strikers had gathered and in an effort to prevent the work from proceeding, a serious riot occurred, in which two strikers were shot down and killed and several others seriously injured. One detective was also fatally injured and three others seriously injured. Military protection was petitioned for and given, some100 militia men being sent from Ottawa on the same night. These were replaced by regular troops from St. Johns, Que., who remained there for some time. The strikers' places were gradually filled and the mills were operated without further interruptions.

An inquest into the death of the detective resulted in an open verdict. The verdict of the jury, at the inquest into the death of the two strikers, was to the effect that certain special policemen were responsible, that two members of the Company were also guilty; that a numbers of strikers were guilty in that they took part in the riot; that Dr. Rodrigue of Buckingham, had anticipated serious trouble and neglected to do his duty and that all should go before the Criminal Court.

Strike of Street Railway Employees at Hamilton, Ont.

Friction between the Street Railway Company and its employees arose over two years ago, when an agreement was dated at the time of signing, a delay of over two months, rather than when it began to take effect. Consequently, when the old agreement expired this year, there were those of the employees who wished to present a new agreement in June instead of August. When the new agreement, embodying an increase in wages and a reduction in hours, was finally presented to the management of the railway in August, it was refused and a strike was narrowly averted by both parties consenting to arbitrate their demands. The Arbitration Board subsequently appointed, rendered an award which became the immediate cause of the strike. The men claimed that the Company failed to fulfil the conditions while the Company stated that the real cause of the dispute was a

(**) For detailed accoont of the report of the Deputy Minister of Labour and the settlement of this dispute, see the December, 1906, issue of *The Labour Gazette*, page 647.

(†) A copy of the correspondence which passed between the Department and the parties to the disputes is published elsewhere under a separate heading in the present issue of the Labour Gazette.

further demand for increased wages, as by the award the hours of labour were so decreased that the increase in wages did not have the effect of increasing the wages of the employee per day. The Street Railway employees therefore went on strike on November 4, being joined on the 8th by 20 shopmen, bringing the total number affected to about 180.

All attempts to settle the dispute were ineffectual. A few days after the commencement of the strike, such serious disturbances took place as to warrant the reading of the Riot Act and the calling out of troops from Toronto. On November 27, the President of the International Union arrived at Hamilton, and negotiations were again opened. Both parties then agreed to allow the intervention of the Ontario Railway and Municipal Board and the strike was terminated on the 30th, the men returning to work pending the decision of the Board. On December 6, the award and agreements were given and have proved satisfactory to both parties (*).

Strike of Street Railway Employees at Winnipeg. Man.

On March 29, 1906, a strike of motormen and conductors of the Winnipeg Street Railway Company took place, the number affected being 240. For some time previously negotiations were carried on between the Company and its employees in regard to certain demands of the men, which included an increase in wages, uniform working day of 10 hours and recognition of the Union. During the course of the conferences, two members of the men's committee were discharged, which the employees thought was due to their participation in the negotiations but this the Company denied.

The first day of the strike the Company attempted to operate its line but were unsuccessful. On the following day serious disturbances occurred and troops were called out to preserve order. A settlement was effected on April 7 through the services of a committee of the Winnipeg Ministerial Association. By the terms of the settlement a compromise resulted (*).

An interesting feature of the year is the number of cases in which settlement of future disputes by arbitration boards is provided for.

(*) For the award of Ontario Ry. and Municipal Board and agreements in connection with this dispute, see article on Recent Industrial Agreement elsewhere in the present issue.

Magnitude of Trade Disputes.

There were approximately 26,014 workpeople involved directly and indirectly in trade disputes which began during the year 1906. The following table shows by months the numbers affected:—

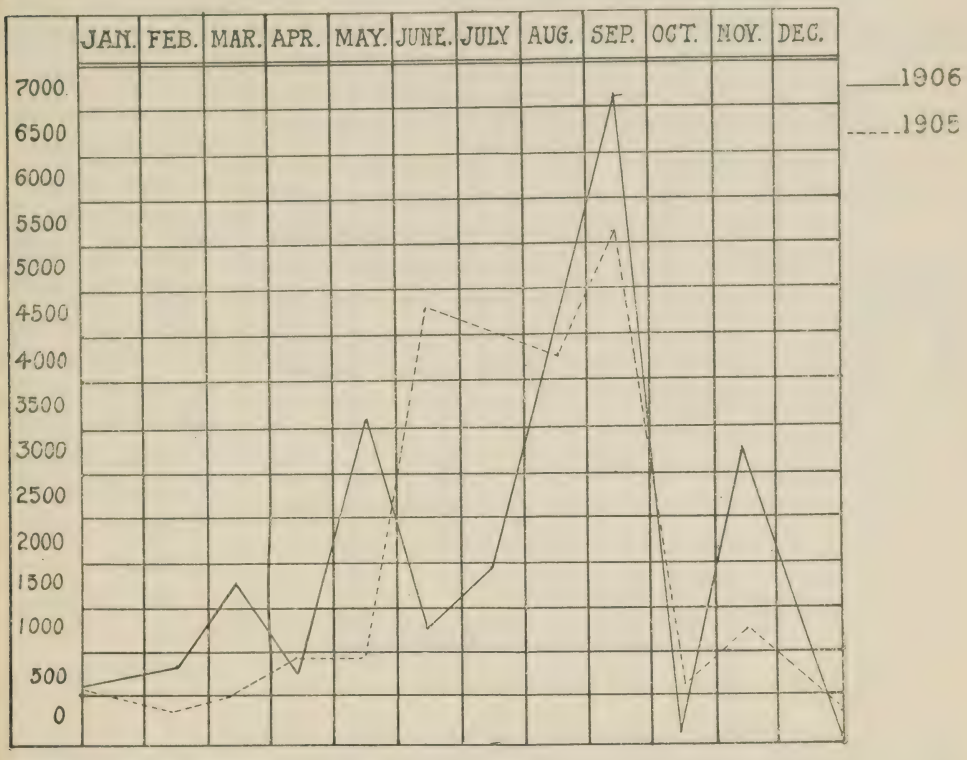
(*) For accounts of this dispute, see April and May, 1906, issues of *The Labour Gazette*, pages 1155 and 1265.

TOTAL NUMBER OF WORK-PEOPLE INVOLVED IN TRADE DISPUTES WHICH BEGAN DURING 1906.

	Directly.	Indirectly.	Total.
January	540	4	544
February	298	550	848
March	1,387	364	1,751
April	770	.....	770
May	3,230	300	3,530
June	1,159	350	1,509
July	725	1,200	1,925
August	4,385	150	4,535
September	7,000	150	7,150
October	88	.....	88
November	1,937	1,340	3,277
December	87	.....	87
Total	21,607	4,408	26,014

The following diagram illustrates by months the total number of employees involved in disputes in existence during the years 1906 and 1905 respectively:—

DIAGRAM SHOWING THE TOTAL NUMBER OF WORK-PEOPLE INVOLVED IN TRADE DISPUTES EACH MONTH DURING 1905 AND 1906.



The following table shows the magnitude of the disputes which were reported to the Department in 1906, according to the months in which they occurred:—

TABLE SHOWING NUMBER OF WORKMEN INVOLVED IN TRADE DISPUTES IN CANADA DURING 1906.

Magnitude.	Number of Disputes.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
2,000 and over	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
1,000 to 2,000	.....	.....	.....	.....	1	.....	.....	2	.....	.....	1	.....	4
500 to 1,000	.....	1	1	.....	.....	.....	.....	1	2	.....	1	.....	6
300 to 500	.....	.....	1	.....	.....	1	.....	1	2	.....	1	.....	6
200 to 300	.....	.....	1	1	6	2	.....	2	2	.....	1	.....	15
100 to 200	1	1	.....	1	2	3	3	.....	2	.....	1	.....	13
50 to 100	3	1	3	4	7	4	1	1	2	.....	2	1	29
25 to 50	4	2	1	3	5	2	2	5	3	1	4	.....	32
6 to 25	4	1	1	4	7	3	2	4	1	1	1	1	30
Unknown	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Total	12	6	8	13	28	14	8	17	15	3	12	2	137

The following table shows the magnitude of trade disputes for the years 1901, 1902, 1903, 1904, 1905 and 1906, according to the number of work-people involved:—

TABLE SHOWING MAGNITUDE OF TRADE DISPUTES ACCORDING TO NUMBER OF WORK-PEOPLE INVOLVED IN 1901, 1902, 1903, 1904, 1905 AND 1906.

Magnitude.	Year.					
	1901	1902	1903	1904	1905	1906
2,000 and over	3	.....	5	2	.....	1
1,000 to 2,000	3	2	5	3	4	4
500 to 1,000	5	1	10	2	5	6
300 to 500	5	8	9	9	4	6
200 to 300	4	7	18	2	4	15
100 to 200	4	15	23	10	15	13
50 to 100	14	21	19	15	17	29
25 to 50	24	28	34	23	17	32
6 to 25	31	37	36	35	21	30
Unknown	11	4	1	2	.....	1
Total	104	123	160	103	87	138

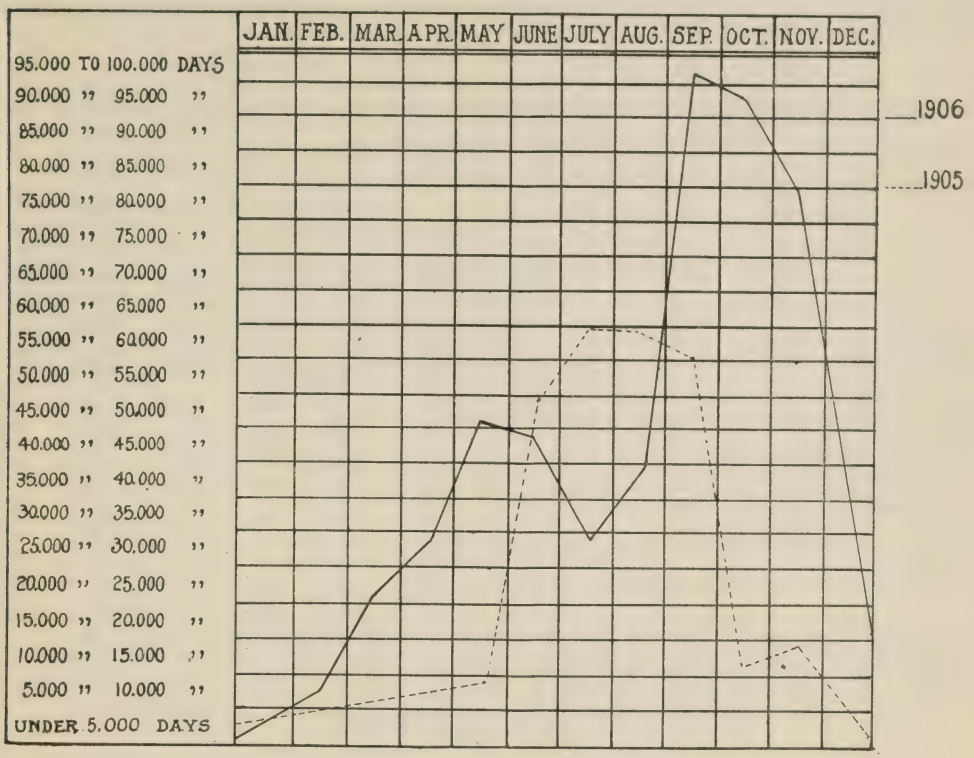
Loss of Time in Working Days.

The loss of time to employees through trade disputes amounted to approximately 489,775 working days. The losses in the different months were as follows:—

LOSS IN WORKING HOURS.		LOSS IN WORKING DAYS.	
January	2,550	July	27,710
February	7,750	August	39,125
March	20,200	September	96,860
April	28,950	October	87,920
May	45,675	November	78,310
June	38,215	December	15,510
		Total	489,775

The following diagram shows by months the loss of time in working days through trade disputes during the years 1905 and 1906:—

DIAGRAM SHOWING LOSS OF TIME IN WORKING DAYS THROUGH TRADE DISPUTES, BY MONTHS DURING THE YEARS 1905 AND 1906.



Number of Disputes According to Trades Affected.

The following table indicates the number of disputes in the various trades by months during the year 1906:—

TABLE SHOWING INDUSTRIAL DISPUTES BY TRADES IN CANADA DURING 1906.

Trades.	Number of Disputes.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Agriculture													
Fishing								1					1
Lumbering					1	1	1	1	1				5
Mining	1		2	1	2		1		2	1	3		13
Building	3		4	3	10	1	2	2	4				29
Metalworking		2	1	1	4	3		5			4	1	21
Woodworking		1		1	1	1		1	1		1		7
Textile				1	2	1							4
Clothing		3			3	1	1				1		9
Food and tobacco preparation	1			2	2	1		1	1				8
Leather					1		1			1			3
Printing and bookbinding	5							1					6
Transport		1	1	1	2		1	1	5		2	1	15
Unskilled				3		3	1	3	1		1		12
Miscellaneous	1					2		1		1			5
Total	12	6	8	13	28	14	8	17	15	3	12	2	138

In the following table a comparison is shown of the trade disputes during the last six years, according to trades and industries, from which it appears the half of the total number of disputes affected the building, metal and clothing trades:—

TABLE SHOWING INDUSTRIAL DISPUTES BY TRADES IN 1901, 1902, 1903, 1904, 1905 AND 1906.

Trades.	Number of Disputes.						
	1901	1902	1903	1904	1905	1906	Total
Agriculture	.....	.....	.....	.....	2	.....	2
Building	14	28	44	29	19	29	163
Metal	23	31	17	16	13	21	121
Woodworking	4	10	9	3	2	7	35
Textile	6	1	5	3	1	4	20
Clothing	10	9	11	12	11	9	62
Food and Tobacco Preparation	9	10	6	11	4	8	48
Leather	1	3	4	1	.....	3	12
Printing and Bookbinding	2	3	3	5	7	6	26
Transport	4	4	18	2	4	14	46
Longshoremen	5	4	4	.....	1	1	15
Mining	5	3	9	6	12	13	48
Fishing	2	1	1	2	.....	1	7
Unskilled	11	6	9	3	2	12	43
Miscellaneous	8	10	20	10	9	5	62
Total	104	123	160	103	87	138	715

Disputes by Localities Affected.

Of the 138 disputes which occurred during the year, 61 took place in Ontario, 24 in Quebec, 13 in Alberta, 12 in British Columbia and 11 in Nova Scotia. There were 8 and 9 disputes respectively in New Brunswick and Manitoba. No strikes or lockouts were reported as having taken place in Prince Edward Island and Saskatchewan.

TABLE SHOWING TRADE DISPUTES IN CANADA BY PROVINCES DURING 1905.

Provinces.	Number of Disputes.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Nova Scotia	1	.....	1	1	2	.....	1	2	.....	.....	2	1	11
Prince Edward Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Brunswick	1	.....	.....	2	2	2	.....	.....	.....	.....	1	.....	8
Quebec	1	1	2	2	6	2	1	4	4	1	.....	.....	24
Ontario	6	4	2	8	13	7	4	6	5	1	5	.....	61
Manitoba	2	.....	1	.....	2	.....	1	1	2	.....	.....	.....	9
Saskatchewan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alberta	1	.....	1	.....	2	2	1	2	3	1	.....	.....	13
British Columbia	.....	1	1	.....	1	1	.....	2	1	.....	4	1	12
Total	12	6	8	13	28	14	8	17	15	3	12	2	138

TABLE SHOWING TRADE DISPUTES IN CANADA ACCORDING TO PROVINCES FOR THE YEARS 1901, 1902, 1903, 1904, 1905 AND 1906.

Locality.	Number of Disputes.						
	1901	1902	1903	1904	1905	1906	Total
Nova Scotia	5	12	7	7	7	11	49
Prince Edward Island	.....	2	.....	.....	.....	.....	2
New Brunswick	3	7	7	2	5	8	32
Quebec	29	20	33	31	21	24	158
Ontario	53	65	83	52	32	61	346
Manitoba	3	8	1	4	9	9	34
Saskatchewan	.....	.....	.....	.....	.....	.....	.....
Alberta	.....	1	5	1	2	13	22
British Columbia	10	8	24	4	10	12	68
More than one Province affected	1*	.....	.....	2†	1‡	.....	4
Total	104	123	160	103	87	138	715

Disputes by Months.

From the preceding tables it may be seen that in 1906 the great number of disputes occurred in the months of May, August and September. The table given below shows, however, that the months of greatest industrial disturbance through disputes during the last six years were, April, May and June.

TABLE SHOWING TRADE DISPUTES IN CANADA BY MONTHS DURING 1901, 1902, 1903, 1904, 1905 AND 1906.

Months.	Number of Disputes.						
	1901	1902	1903	1904	1905	1906	Total
January	7	8	6	9	6	12	48
February	3	5	12	5	4	6	35
March	13	12	22	9	6	8	70
April	12	20	23	20	8	13	96
May	7	27	29	23	11	28	125
June	23	18	23	9	12	14	99
July	14	7	15	6	13	8	63
August	5	6	11	6	8	17	53
September	5	9	7	3	9	15	48
October	5	4	6	8	3	3	29
November	7	7	3	2	3	12	34
December	3	.....	3	3	4	2	15
Total	104	123	160	103	87	138	715

* Dispute affected all provinces in Dominion with exception of Prince Edward Island.

† First dispute affected Ontario, Manitoba, Saskatchewan and Alberta; second, affected same provinces with the addition of British Columbia.

‡ Dispute took place in Quebec and Ontario.

Causes of Disputes.

Of the 138 disputes which took place during 1906, 55 were occasioned solely by a demand for increased wages, while the question of wages was either the sole or a contributary cause in 82 disputes. There were 3 disputes due to the refusal of employees to work with non-unionists and 13 due to refusal to work with other particular persons. Recognition of the union was a contributing cause in 13 disputes.

The following table shows the causes of disputes during 1906, according to months:—

TABLE SHOWING CAUSES OF TRADE DISPUTES IN CANADA DURING 1906.

Causes.	Months.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
For increase in wages	1	1	1	8	12	8	3	8	8	.....	3	2	55
Against reduction in wages	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	3
For decrease in hours	1	.....	.....	2	1	1	.....	3	.....	.....	.....	.....	8
For increase in wages and decrease in hours	.....	.....	.....	.....	2	1	.....	.....	3	.....	1	.....	7
For increase in wages and against employment of apprentices	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
For increase in wages and recognition of Union	.....	2	.....	.....	1	.....	.....	2	.....	.....	.....	.....	5
For increase in wages and other changes	.....	.....	2	1	1	.....	1	2	.....	.....	.....	.....	7
Against new piecework prices	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Against increase in hours	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Against method of payment	.....	.....	.....	.....	.....	1	1	1	.....	.....	.....	.....	3
Against employment of Non-unionists	.....	.....	.....	.....	.....	.....	.....	1	1	.....	1	.....	3
Against employment of particular persons, other than Non-Unionists	1	2	2	1	4	.....	.....	.....	.....	2	1	.....	13
Against discharge of employees	3	.....	.....	.....	1	.....	1	.....	1	.....	1	.....	7
Against discharge of employees and recognition of Union	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
For recognition of Union	.....	1	.....	.....	3	.....	.....	.....	1	.....	2	.....	7
Against conditions of employment	1	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	3
For decrease in hours and chg. in method of payment	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sympathetic	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	2
For agreement to arbitrate disputes	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Against individual agreements	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Unclassified	2	.....	.....	.....	3	1	1	.....	.....	1	.....	.....	8
	12	6	8	13	28	14	8	17	15	3	12	2	138

In the following table a comparison is made of the causes of disputes during the last six years:—

TABLE SHOWING CAUSES OF TRADE DISPUTES IN CANADA WHICH BEGAN DURING 1901, 1902, 1903, 1904, 1905 AND 1906.

Causes.	Number of Disputes.						
	1901	1902	1903	1904	1905	1906	Total
For increase in wages	48	54	60	36	30	55	183
Against reduction in wages	10	7	7	7	8	3	42
For decrease in hours	1	7	8	3	3	7	29
For increase in wages and decrease in hours	5	14	18	8	4	7	56
Against employment of particular persons	13	8	13	16	9	13	72
Against conditions of employment	.....	5	5	4	8	3	25
For recognition of Union	.....	5	5	4	1	5	20
Sympathetic	.....	29	10	3	1	2	25
Miscellaneous	16	12	29	21	23	43	144
Total	93	121	155	102	87	138	596

Methods of Settlement.

During the year 130 disputes were definitely terminated, including one which began prior to January, 1906. Five remained unsettled at the end of the year. Three disputes were settled through the friendly intervention of the Department of Labour under the Conciliation Act and one through the mediation of the Ministerial Association of Winnipeg.

The following table shows the methods of settlement by months during 1906:—

TABLE SHOWING METHODS OF SETTLEMENT OF TRADE DISPUTES IN CANADA DURING 1906.

Methods.	Number of Disputes.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
rbitration	.....	.....	1	1	.....	.....	1	.....	.....	.....	1	.....	3
Conciliation	.....	.....	.....	1	.....	2	.....	.....	.....	.....	.....	1	4
Negotiations between parties concerned	5	3	1	7	11	9	5	7	9	4	4	2	67
Replacement of men	1	1	.....	3	3	5	3	1	1	.....	.....	.....	18
Work resumed on employers' terms (without negotiations)	2	5	.....	1	3	2	.....	3	5	1	2	4	28
Demands of strikers granted (without negotiations)	.....	.....	1	.....	1	.....	.....	1	.....	.....	.....	.....	3
Work resumed (employer not involved)	.....	.....	.....	.....	1	.....	1	.....	.....	.....	1	1	4
Employment found elsewhere by strikers	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	3
definite or unsettled	.....	.....	.....	.....	1	2	.....	.....	1	.....	.....	5	9
Total	8	9	3	12	20	20	10	12	19	5	8	13	139

A comparison of the methods of settlement of trade disputes during the past six years is given in the following table:—

TABLE SHOWING METHODS OF SETTLEMENT OF TRADE DISPUTES IN CANADA DURING 1901, 1902, 1903, 1904, 1905 AND 1906.

Methods.	Number of Disputes.						
	1901	1902	1903	1904	1905	1906	Total.
Arbitration	5	6	6	4	.....	3	25
Conciliation	6	5	14	5	3	4	37
Negotiations between parties concerned	55	73	77	37	41	67	350
Replacement of men	13	12	15	10	24	18	92
Work resumed on employer's terms (without negotiations)	13	20	26	25	10	28	122
Demands of strikers granted (without negotiations)	.....	.....	19	7	5	3	34
Work resumed (employer not involved)	.....	.....	.....	.....	.....	4	4
Employment found elsewhere by strikers	.....	.....	.....	.....	.....	3	3
Indefinite or unsettled	12	5	12	13	2	9	53
Not reported	.....	.....	1	2	.....	.....	3

Results of Disputes.

Of the 139 disputes which were in existence during 1906, 45 ended in favour of the employers, 41 in favour of the employees and in 23 compromises were reached. The strikers were partially successful in 6 disputes, and in 3 cases there was no change, the employer not being affected. Three disputes lapsed, owing to the strikers having obtained employment elsewhere at the wages demanded.

The following table shows the results of trade disputes by months during the year:—

RESULTS OF TRADE DISPUTES IN CANADA DURING 1906.

Results.	Number of Disputes												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
In favour of employers	3	6	1	4	6	7	4	2	4	2	3	3	45
In favour of employees	3	2	.....	4	11	4	3	5	4	1	3	1	41
Settled by compromise	1	.....	.....	3	3	6	2	2	3	1	.....	2	23
Indefinite (unsettled or terms unkown)	.....	1	2	1	.....	2	.....	2	3	1	1	5	18
Strikers partially successful	1	.....	.....	.....	.....	1	1	1	1	.....	1	.....	6
No change, (employers not concerned)	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	2	3
Lapsed	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	3
Total	8	9	4	12	30	20	10	12	19	5	8	13	139

The following table shows the results of trade disputes during 1906 compared with those of the preceding five years:—

TABLE SHOWING RESULTS OF TRADE DISPUTES IN CANADA DURING 1901, 1902, 1903, 1904, 1905 AND 1906.

Results.	Number of Disputes.						
	1901	1902	1903	1904	1905	1906	Total
In favour of employers	40	35	46	34	37	45	239
In favour of employees	39	46	45	24	24	41	216
Settled by compromise	22	33	46	28	15	23	166
Employees partially successful	.....	.....	.....	6	.....	6	12
No change, (employers not concerned)	.....	.....	.....	.....	1	3	4
Indefinite, (unsettled or terms unknown)	.....	4	10	9	10	22	55
Total	101	118	147	83	87	140	692

CORRESPONDENCE RELATING TO THE BUCKINGHAM STRIKE.

ON the 14th of December, in pursuance of an order of the House of Commons, the Honourable the Minister of Labour laid on the table of the House a return of the correspondence between the Department of Labour and the parties to the Buckingham strike. On account of the general public interest which this strike and its serious consequences have occasioned, the return is published herewith:—*

BUCKINGHAM, September 27,1906

TO THE HON. R. LEMIEUX,
Minister of Labour,
Ottawa, Ont.

Honourable Gentleman:—

A difficulty has arisen sometime ago in Buckingham between the James MacLaren Company and their employees. The mills have been shut down by the Company on or about the 12th inst., and nothing has been done yet towards a settlement of the difficulty, in fact the president of the Company has refused to hear any of the reasons or grievances which the labouring men have to submit to his consideration since his return from the west, where he was at the time the trouble began.

The working men complain they were paid only 12½ cents per hour of work, which is insufficient to allow them a fair living, and further that they have been badly used and ill-treated by the Manager and some foremen for quite a time.

Would it be agreeable to you, Honourable Gentleman, to take the matter into consideration and bring a settlement of the affair through the means that you will think proper.

Should you decide to have an inquest made, the labouring men will be pleased to give all the necessary information concerning their grievances.

Hoping that you will kindly take this letter into consideration in view of making a satisfactory settlement of this difficulty, we beg to subscribe ourselves,

Honourable Gentleman,

Your obedient servants,

THE WORKING MEN OF BUCKINGHAM,
per,
(Signed) YVON LAMONTAGNE
Attorney.

THE DEPARTMENT OF LABOUR, CANADA.

OTTAWA, September 27, 1906

Dear Sir:—

I have your letter dated September 27th, regarding the difficulty arising between the James MacLaren Company and their employees. In answer, I beg to state that I will look into the facts carefully and see what can be done.

Believe me,

Yours truly,

(Signed) RODOLPHE LEMIEUX,
Minister of Labour.

YVON LAMONTAGNE, Esq.,
Barrister,
Buckingham, Que.

DEPARTMENT OF LABOUR, CANADA.

OTTAWA, September 28, 1906

Dear Sirs:—

I have received a communication from Mr. Yvon Lamontagne, of Buckingham, on behalf of employees of your Company, setting forta the matters in dispute between your firm and its employees, and requesting the friendly intervention of the Department of Labour with a view to bringing about a settlement of existing difficulties.

* For particulars as to commencement of this strike and its continuation, see the *Labour Gazette*, Vol. VII, Nos. 4 and 5 (October and November), pages 438, 556, respectively.)

I have pleasure in enclosing herewith, copy of the Conciliation Act, 1900, from which you will see by Section 4, that where a difference extist or is apprehended between an employer, or any class of employer and workmen, or between different classes of workmen, the Minister may, if he thinks fit, exercise all or any of certain powers.

I would be obliged if you would kindly let me hear from you, with a statement of your firm's position, and as to whether or not the Department's mediation would be acceptable to your Company.

Yours faithfully,

(Signed) RODOLPHE LEMIEUX.
Minister of Labour

THE JAMES MACLAREN COMPANY, Ltd.,
Buckingham, Que.

THE DEPARTMENT OF LABOUR, CANADA.

OTTAWA, September 28, 1906.

Dear Sir:—

With further reference to your communication of the 27th inst., and my acknowledgement of the same date. I beg to say, that I have to-day communicated with the James MacLaren Company, Buckingham, stating that the Department of Labour has received from the Company's employees, now on strike, a request for the Department's intervention in the matter, and asking if the Department's mediation would be acceptable to the Company.

As soon as the Company's reply is received, I shall have pleasure in again communicating with you in reference to it.

Yours faithfully,

(Signed) RODOLPHE LEMIEUX,
Minister of Labour.

YVON LAMONTAGNE, Esq.,
Barrister,
Buckingham, Que.

THE JAMES MACLAREN COMPANY, Ltd.,—LUMBER MANUFACTURERS, ETC.

BUCKINGHAM, October 3, 1906.

HON. RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa, Ont.

Dear Sir:—

In reply to your favor of the 28th ult., we beg to say, with all due respect for yourself, that we are unable to accept the services of the Department of Labour for the purposes referred to in your letter.

After careful consideration this Company has decided that it will not deal with the branch of the International Labour Union here, even should our refusal so to do, compel us to cease carrying on the business of lumber and pulp manufacturers on the Lievre River.

Yours respectfully,

JAMES MACLAREN CO., Ltd.,
(Signed) ALBERT MACLAREN,
President.

THE JAMES MACLAREN COMPANY, Ltd., LUMBER MANUFACTURERS, ETC.

BUCKINGHAM, October 3, 1906.

HON. RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa, Ont.

Dear Sir:—

Supplementing our letter to you of even date, we beg leave to make a brief explanation in connection with declining to accept your good offices in reference to a settlement with the Builders' Labourers' International Protective Union of America, which we understand has been organized here, and as far as we can learn, it is through this medium that the men quit work. In consequence of this the men were paid off, and the mills hut down.

Under date of September 20, we received a communication from the before-mentioned organization, of which we enclose you a copy herewith.

It is not our desire to recognize the Union, and on account of extreme low water and other considerations, we had contemplated closing down the plant for the winter, (one saw-mill had already been closed down and the men paid off before the men quit work), with the thougnt in view that if necessity presented itself to re-open a portion of the plant, we could get sufficient men residing here, who are anxious to work, to do this. We may say, however, that we will not under any circumstances re-open the whole operations this season.

Yours respectfully,

THE JAMES MACLAREN CO., Ltd.,
(Signed) ALBERT MACLAREN,
President.

LOCAL UNION NO. 7 OF THE I. B. U. B. BUILDING LABOURERS' INTERNATIONAL PROTECTIVE UNION OF AMERICA.

BUCKINGHAM, September 20, 1906.

To MR. ALBERT MACLAREN,
President.

Dear Sir:—

The International Union of Buckingham wishes to see you to-morrow for business; will you please give answer to the bearer, and say at what time you could receive our Committee, and oblige,

Yours truly,

The I. U. O. B.,
(Signed) T. BELANGER,
President.

DEPARTMENT OF LABOUR, CANADA.

OTTAWA, October 8, 1906.

Dear Sir:—

With further reference to my communication of September 28, in regard to existing difficulties between the James MacLaren Company of Buckingham, and their employees, I beg to enclose herewith, copies of letters received from the Company, from wnich you will observe their attitude in the matter.

It is possible that the Company may later on take a different view of the situation, and be willing to accept the Department's offer of intervention, in which event the Department would be only too pleased to lend its good offices.

I regret that having been absent from the city for several days, I have not had an earlier opportunity of advising you of the Company's position in this matter.

Yours faithfully,

(Signed) RODOLPHE LEMIEUX,
Minister of Labour.

YVON LAMONTAGNE, Esq.,
Buckingham, Que.

BUCKINGHAM, October 12, 1906.

HON. RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa, Ont.

Honourable Gentleman:—

I beg to acknowledge the receipt of your favour of the 8th inst., with attached correspondence and beg to apologize for my delay in answering same, as it was impossibl for me to do it sooner.

Kindly accept my thanks for your kind attention the matter.

I remain, Honourable Gentleman,

Yours respectfully,

(Signed) YVON LAMONTAGNE

DOMINION STEELWORKERS' MUTUAL BENEFIT ASSOCIATION—FIRST HALF-YEARLY REPORT.

AT the session of the Nova Scotia legislature held during 1906, an Act was passed granting incorporation to the Dominion Steelworkers' Mutual Benefit Society, for the relief of employees of the Dominion Iron and Steel Company, Limited, in the case of accident or illness, and for the relief of their families in the case of the death of such employees. The Society was given power to hold real estate not exceeding $10,000 in value, and to invest its funds in accordance with the prescriptions of the Trustee Act. Provision was made for the appointment annually of a Managing Committee of not less than five, and of other committees as required. The Society, which was made one of limited liability, was also given power to adopt by-laws, determine rates of assessments, etc., a copy of the by-laws to be filed with the Provincial Secretary.*

Constitution and By-Laws.

Following the passing of this Act, the work of organization was completed, and a constitution and by-laws adopted. Under the latter it is provided that the business of the Society must be conducted at Sydney, N.S., in offices convenient to the works of the Dominion Iron and Steel Company, Limited. The objects of the Society are defined as follows:—

1. To protect the interests of its members who shall be employees of the Company, and to promote the principles of good will and humanity amongst them, both in their relations as fellow employees and as servants of the Company.

2. To afford relief as hereinafter provided to such of its members as may become entitled under the constitution and by-laws of the Society:

(a) By providing allowances of money to members when, by reason of illness or bodily injury, they are unable to follow their regular employment, and are deprived of their usual wage or salary.

(b) By providing definite grants of money to the representatives of deceased members.

(c) By providing old age and disability pensions.

Membership is limited to employees of the Company, of over four weeks' standing, under 60 years of age, and of sound bodily condition. In consideration of certain payments, the Company is given membership, its voting powers being defined according to the amount of its annual contributions. The procedure to be followed in the election of officers is set forth, the Secretary-Treasurer being required to furnish a bond. The management of the Society is vested in a Board of Directors, consisting of eight representatives of the employees, and an additional number nominated by the Company in proportion to its contributions. Provisions governing the election and tenure of office of directors are inserted, committees to be formed from the Board for executive purposes. Provision is made for the holding of annual and special general meetings and of meetings of the Board of Directors. The ordinary funds of the Society are to be derived from entrance fees and graduated monthly contributions on the part of the employees, and from the Company, the latter being required to pay not less than 25 per cent of the aggregate contributions of the employee members and to provide an office and Committee Room for the purposes of the Society. The question of benefits is dealt with in detail, provisions being made for the payment of weekly sums to members who have been incapacitated by accidental injury or illness. The payment, in addition, of a lump sum in case of certain severe injuries is provided for. No benefits may accrue when disablement has been caused by drunkenness or improper conduct. Benefits are not to be assignable for debt and are exempt from attachment or levy for debt of any kind. The amount of mortuary benefits, in accordance with the schedule, increases, in case of deaths from natural causes, according to the length of service of the employee, while in case of deaths caused by accident varying sums are added, bringing the total insurance up to the maximum obtainable under the schedule governing deaths from natural causes. These

* Nova Scotia Statutes, 1906, Chap. 201.

schedules are modified by a consideration of the age of members at the time of joining the Society. In the matter of old age pensions, the officers and Board of Directors are authorized to establish and maintain a Pension Fund for which special contributions may be received. When sufficient funds have been accumulated, the Directors are required to formulate an Old Age Pension scheme to be submitted to the Society for approval. The by-laws also provide for the disposal of funds, accounting, withdrawals, suspensions and amendments.

First Half Yearly Report.

The first half-yearly report of the Society, covering the six months ended October 31, 1906, was recently issued. It was stated therein that after paying all approved claims, a substantial balance remained at the credit of the Society's account. Mortuary benefits were paid to the representatives of three deceased members. Benefits to the amount of $1,714.99 were also paid to 121 members who sustained injuries through accidents, and $973.69 to 82 members incapacitated by illness. A summary of benefits paid by months is as follows:—

May	$559.15
June	394.57
July	546.34
August	882.33
September	584.51
October	705.76
Total	$3,672.84

The report stated that a steady increase in membership had taken place, though a considerable number of employees had neglected to enroll themselves. The latter were urged to become members at once.

The officers of the Society are as follows:—

President, J. H. Plummer; Vice-President, Patrick Dwyer; Acting 2nd Vice-President, James McKenna; Secretary Treasurer, E. L. Gilpin.

Directors: James McDonald, A. B. Caldwell, N. C. Clarke, C. C. Morris, W. D. Jackoway, H. C. Appleton, D. W. Nicholl, J. S. Creelmen, C. S. Cameron, J. T. Richards.

SITTING OF BOARD OF RAILWAY COMMISSIONERS.

THE Board of Railway Commissioners for Canada will hold a session at 66 Queen Street, Ottawa, on Tuesday, February 5, 1907, at 11 a.m., to discuss and settle upon a system of operating rules for the various railways subject to the jurisdiction of the Board. The Board will also consider at this meeting the petition of the Railway Trainmen of Ontario, dated April 28, 1906, and the representations of employees in relation thereto, as made before the Board on June 15, 1906; and the Board desires to have the contents of this petition and the representations referred to fully discussed at the meeting, and all possible information in respect thereto given.

Other Information Desired.

In addition to the above, the Board has announced that it is desirous of considering and of receiving information concerning the following subjects:—

1. Railway accidents and precautions for preventing the same.
2. Provisions for cleanliness, ventilation and health at passenger stations.
3. Supply of equipment and adoption of methods to insure more prompt and efficient service on railways.
4. Car supply for traffic originating on short local lines for carriage or long distances over other lines.
5. Mechanical appliances and fire-guards for preventing the setting or spreading of fires from locomotive engines, especially on the prairies.
6. Equipment of cars carrying lumber and similar commodities, and rules regulating the same.
7. Width of gates and planking at farm crossings.
8. Forms of Orders for railway crossings.
9. Supply of ice at convenient points for the icing of refrigerator cars for shipment, and provision for re-icing the same in transit for export and to the Western provinces.
10. Compliance with section 216 requiring the wearing of badges by railway officials.
11. More careful compliance with section 231 of the Railway Act, respecting notices of delayed trains.
12. Compliance with section 215 of the Railway Act, requiring trains to be run according to schedule time.
13. Such other subjects connected with the management and operation of railways as it may then appear to those skilled therein desirable to discuss before the Board.

IMMIGRATION AND COLONIZATION.

THE official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published by courtesy of the Department of the Interior, Canada. It will be seen that the latest returns relating to arrivals show a large increase compared with the preceding year. Homestead entries fell off during November, but showed an increase during the first five months of the fiscal year, while the acreage of Dominion lands patented was much larger than in 1905.

Recent Immigration Returns.

Immigration through ocean ports during October and November, 1906, declared for Canada, was as follows:—

IMMIGRATION BY OCEAN PORTS DURING OCTOBER, 1906.

	Male	Female.	Children under 12	Total.
Immigrants	4,136	2,423	2,148	8,707
Returned Canadians	714	333	104	1,151
Tourists	208	83	14	305
Totals	5,058	2,839	2,266	10,163

IMMIGRATION BY OCEAN PORTS DURING NOVEMBER, 1906.

	Male.	Female.	Children under 12.	Total.
Immigrants	4,021	1,694	1,380	7,095
Returned Canadians	391	135	58	584
Tourists	197	46	16	259
Totals	4,609	1,875	1,454	7,938

A summary ofi mmigration proper through ocean ports, declared for Canada during July–November 1906, is as follows:—

IMMIGRATION BY OCEAN PORTS DURING JULY–NOVEMBER, 1906, 1905.

	Male.	Female.	Children under 12.	Total.
July, 1906	6,883	3,256	3,068	13,207
August, 1906	7,180	2,924	2,759	12,863
September, 1906	5,014	2,925	2,344	10,283
October, 1906	4,136	2,423	2,148	8,707
November, 1906	4,021	1,694	1,380	7,095
Totals	27,234	13,222	11,699	52,155
Corresponding months of 1905				33,633
Increase for 1906				18,522
Percentage of increase				55%

The following is a statement of the immigration from the United States during July–November, 1906, as compared with the corresponding months of 1905:—

IMMIGRATION FROM THE UNITED STATES JULY–NOVEMBER, 1905,.

Through Montreal, July-November, 1906	332
Through Winnipeg and outports, July-November, 1906	18,469
Customs entries, July-November, 1906	3,835
Total, 1906	22,636
Corresponding months of 1905	16,263
Increase for 1906	6,373

The following is a statement of the total immigration to Canada during July–November, 1906, compared with corresponding period of 1905.

TOTAL IMMIGRATION TO CANADA, JULY TO NOVEMBER, 1906, 1905.

1906.		
Through ocean ports	52,155	
From the United States	22,638	74,791
1905.		
Through ocean ports	33,633	
From the United States	16,263	49,896
Increase, 1906		24,895
Percentage of increase		50%
Percentage of increase through ocean ports		55%
Percentage of increase from the United States		39%

British Emigration Returns.

During the month ended November 30, 1906, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING NOVEMBER, 1906.

Nationality.	1906	1905
English	2,843	2,231
Scotch	824	290
Irish	257	112
Total of British origin	3,924	2,633
Foreign	2,153	1,565
Nationality not distinguished	.....	4
Total	6,077	4,202

For the eleven months ending November 30, 1906-05, the report was as follows:—

IMMIGRATION FROM GREAT BRITAIN FOR THE ELEVEN MONTHS ENDING NOVEMBER 30, 1906 '05

Nationality.	1906	1905
English	86,864	63,940
Scotch	21,855	14,030
Irish	4,385	3,292
Total of British origin	113,104	81,262
Foreign	25,745	24,593
Nationality not distinguished	21	40
Total	138,870	105,895

Homestead Entries During November, 1906.

The following statement shows the number of homestead entries made in November, 1906, compared with November, 1905:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES DURING THE MONTH OF NOVEMBER, 1906, AS COMPARED WITH NOVEMBER, 1905.

Agency.	1906.	1905.	Increased.	Decrease
Alameda	160	241	.....	81
Battleford	388	556	.....	168
Brandon	10	12	.....	2
Calgary	109	174	.....	65
Dauphin	59	54	5	.....
Edmonton	329	344	.....	15
Kamloops	10	3	7	.....
Lethbridge	245	100	145	.....
Minnedosa	.....	15	.....	15
Humboldt	327	.....	327	.....
New Westminster	6	1	5	.....
Prince Albert	123	128	.....	5
Regina	715	1,063	.....	348
Red Deer	220	265	.....	45
Winnipeg	117	60	57	.....
Yorkton	148	452	.....	304
Total	2,966	3,468	546	1,048

It will be seen that there has been a net decrease in the number of homestead entries made in November, 1906, compared with November, 1905, of 502.

A statement of the homestead entries made during the first five months of the present, compared with the corresponding period of the last fiscal year, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES DURING JULY AUGUST, SEPTEMBER, OCTOBER AND NOVEMBER, 1906 AND 1905.

Month.	1906	1905	Increase	Decrease	Remarks
July	4,174	3,571	423	.....	Net in-
August	3,388	3,040	348	.....	crease
September	2,595	2,406	189	.....	for last
October	3,389	2,771	618	.....	5 mos.
November	2,966	3,468	.....	502	.....
Total	16,512	15,436	1,578	502	1,076

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British

Columbia, during the month of November, 1906, were as follows:—

STATEMENT SHOWING NATIONALITIES OF HOMESTEADERS DURING NOVEMBER.

Nationalities.	No. of Entries.
Canadians from Ontario	443
" " Quebec	40
" " Nova Scotia	27
" " New Brunswick	13
" " Prince Edward Island	14
" " Manitoba	101
" " Saskatchewan	79
" " Alberta	62
" " British Columbia	15
Persons who had previous entry	262
Newfoundlanders	.....
Canadians returned from the United States	66
Americans	873
English	410
Scotch	116
Irish	36
French	19
Belgians	12
Swiss	11
Italians	.....
Roumanians	8
Syrians	1
Germans	33
Austro-Hungarians	184
Hollanders	5
Danes (other than Icelanders)	7
Icelanders	9
Swedes	35
Norwegians	33
Russians (other than Mennonites and Doukhobors)	50
Mennonites	1
Doukhobors	.....
Chinese	.....
Japanese	.....
Persians	.....
Australians	.....
New Zealanders	1
Total	2,966

Representing 6,742 souls.

Of a total of 939 entries made in November by persons coming from the United States to Canada, there were 333 from North Dakota, 158 from Minnesota, 48 from State of Washington, 47 from Iowa, 50 from South Dakota, 39 from Wisconsin, 35 from Michigan, 34 from Illinois, 29 from Montana, 24 from Ohio, 22 from Nebraska and 21 from Idaho.

Lands patented during November, 1906.

An abstract of letters patent, covering Dominion lands, situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued from the Department of the Interior during the month of November, 1906, is as follows:—

LANDS PATENTED DURING NOVEMBER, 1906.

Nature of Grants.	No. of Patents.	No. of Acres.
British Columbia Homesteads	4	552.46
British Columbia Sales	2	70.60
Commutation Grants	1	92.79
Homesteads	1,031	168,400.40
Military Homesteads	1	319.24
Mineral Rights (40 acres)	1	.....
North-west Half-breed Grants	65	12,676.14
Parish Sales	2	210.50
Railways:		
Calgary and Edmonton Ry	.....	.....
Calgary and Edmonton Ry (under rights)	.....	.....
Canadian Northern Ry	42	835.94
Canadian Pacific Ry. Grants	.....	.....
Canaidan Pacific Ry. Grants, Souris Branch (under rights)	.....	.....
Man. South-western Col. Ry	.....	.....
Rd. and Steamboat Co	.....	.....
Qu'Appelle, Long Lake and Saskatchewan	2	489.24
Sales	45	14,106.32
School Lands Sales	8	1,200.00
Special Grants	5	43.23
Yukon Territory Special Grants	.....	.....
Totals	1,209	198,996.86

In November, 1905, the number of patents issued was 925, covering an area of 167,040.22 acres, showing an increase during November, 1906, 284 in the number of patents issued and of 31,956.64 acres in the area patented.

Notes.

It was estimated by the Immigration Officer of the Ontario Government, that 41,000 immigrants had arrived at *Toronto* during 1906, an increase of 12,675 over last year. The months of May, with 9,230 arrivals, and April with 7,520 arrivals, were the most active of the season.

It was stated by officials of the *Salvation Army* that upwards of 25,000 immigrants would be brought to Canada under the auspices of that organization during 1907. Extensive arrangements have been made for the transporting of these immigrants, eight special steamships having been chartered. It is the intention to distribute the immigrants throughout Canada.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING DECEMBER, 1906

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals, Canada, and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

ALTERATIONS, additions and fittings to post office building at Hamilton, Ont.; name of contractor, W. J. Reid, Hamilton, Ont.; date of contract, December 6, 1906; amount of contract, $10,638.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, not less than:
Carpenters	$0.35 p. hr. 9 hrs. p. day
Joiners	.35 " 9 "
Painters and glaziers	.27½ " 9 "
Bricklayers	.45 " 9 "
Stone masons	.45 " 9 "
Plasters	.45 " 8 "
Lathers	.03 p. yd.
Plumbers	.35 p. hr. 9 "
Steamfitters	.35 " 9 "
Sheet metal workers	.30 " 9 "
Blacksmiths	.30 " 10 "
Electrical wires	.22½ " 9 "
Structural iron workers	.27½ " 9 "
Builders' labourers	.22½ " 9 "
Ordinary labourers	.20 " 9 "
Driver, horse and cart	.30 " 10 "
" 2 horses and wagon.	.43 " 10 "

Construction of post office building at St. Johns, Que.; name of contractor, J. J. Collins, Ottawa, Ont.; date of contract, December 14, 1906; amount of contract, $28,000.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, not less than:
Carpenters	$0.20 p. hr. 10 hrs. p. day
Bricklayers	.45 " 9 "
Masons	.30 " 10 "
Stonecutters	.40 " 9 "
Stair builders	.30 " 10 "
Joiners	.22½ " 10 "
Lathers	.20 p. bdl.
Painters and glaziers	.20 p. hr. 10 "
Plasterers	33⅓ " 10 "
Plumbers and steamfitters	.25 " 10 "
Sheet metal workers	.25 " 10 "
Blacksmiths	.20 " 10 "
Wirers or electricians	.20 " 10 "
Hod carriers	.17 " 10 "
Other labourers	.15 " 10 "
Driver, 1 horse and cart	.22½ " 10 "
" 2 horses and wagon.	.35 " 10 "

Auxiliary fire alarm svstem in yards, freight sheds, etc., of the Intercolonial Railway at Deep Water Terminus, Halifax, N. S.; date of coutract, November 20, 1906; amount of contract, $1,245.00.*

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 9 hours, not less than:
Masons	$0.30 per hour
Lineman	1.75 per day
Carpenters	2.25 "
Wiremen	1.75 "
Electrical foreman	2.25 "

Department of Railway and Canals.

Substructure of Holland River bridge, Trent Canal; date of contract, December 1, 1906; amount of contract, schedule rates.

* Not included in last month's report.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 9 hours, not less than:
Labourers	$1.50
Carpenters	2.25
Steam hoist runner	2.20
Blacksmiths	2.00
Driver, 1 horse and cart	2.25
" 2 horses and wagon.	3.50
Stonecutters	.40 per hour.
Foreman for labourers	No special rate.
" for carpenters	" "

Substructure of double track bridge over Sackville River, near Bedford Station, N.S., for the Intercolonial Railway; date of contract, December 7, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 nours, not less than:
Masons	$3.00
Blacksmiths	2.50
Labourers	1.35

Freight house for I. C. R., at St. Pierre, Que.; date of contract, December 18, 1906; amount of contract, $1,025.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, not less than:
Carpenters	$1.75
Painters	1.75
Labourers	1.25

Erect wharf at Cascades Point, Que., Soulanges Canal; date of contract, December 17, 1906; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages, per day of 10 hours, not less than:
Labourers	$1.50
Steam rock drillers	2.00
Blacksmiths	2.00
" helpers	1.25
Carpenters	2.00
Machinists	2.25
Stationary engine engineer.	2.50
" " fireman	1.50
Divers with outfit	8.00
" without outfit	3.00
" assistants	1.50
	Per month and board.
Tug captain	50.00
" engineer	65.00
" fireman	28.00
" deckhands	21.00

Intercolonial Railway engine house at Halifax, N.S.; date of contract, December 20, 1906; amount of contract $122,373.00.

Class of Labour.	Rate of wages per hour, per day of 9 hours, not less than:
General foreman	$0.45
Concrete men	.18
Masons	.30
Bricklayers	.40
Carpenters	.25
Builders' labourers	.17
Ordinary labourers	.16
Blacksmiths	.18
Structural steel workers	.18
Plumbers	.25
Steamfitters	.28
Sheet metal workers	.28
Roofers (pitch and gravel)	.16
Painters	.24
Steam derrick engineer	.30
" " fireman	.20
Driver 1 horse and cart	.25
" 2 horses and wag.	.50
Watchman	.12½
Water boy	.05

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Order.	Amount of order.
	$ cts.
Making metal dating stamps and type, and making other hand stamps and brass crown seals	490.50
Making and repairing rubber dating stamps and type, also other stamps	65.15
Supplying stamping material and wooden boxes, and repairing stamping pads	401.80
Making and repairing post office scales	28.50
Supplying mail bags	6,221.14
Repairing mail bags	980.75
Making and repairing mail locks, and supplying mail bag fittings	50.00
Supplying R. M. clerks' tin travelling boxes, and repairing portable letter boxes, R. M. clerks' tin travelling boxes and parcel receptacles	801.66
Making and repairing miscellaneous articles of postal stores	18.00
Making up and supplying articles of official uniforms	74.00

TRADE DISPUTES DURING THE MONTH OF DECEMBER.

THERE was a decrease in the number of trade disputes in existence during December in Canada and a very great decrease in the number of working days lost through this cause compared with the record of the previous month. Only two new disputes occured during the month, both of which were of short duration.

Analysis of Trade Disputes during the Month.

Number and Magnitude.—The total number of disputes reported to have been in existence in Canada during December was 13 compared with 19 in the preceding month and 5 in December, 1905. Two establishments and 87 employees were directly affected by new disputes during the month. Including the disputes which commenced prior to December 1, there were in all 24 establishments and 3,163 employees directly and indirectly affected during the month.

Loss of time in working days.—The loss of time in working days to employees through trade disputes during December was approximately 16,510, compared with 78,655 in November, 1906, and 786 in December, 1905.

Trades affected by new disputes.—The following trades were affected by new disputes of the month:—

Trades.	Number of Disputes.
Metal trades	1
Transport	1
Total	2

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces:—

Provinces.	Number of Disputes.
Nova Scotia	1
British Columbia	1
Total	2

Causes of Disputes.—The following were the causes of the new disputes:—

Cause.	Number of Disputes.
For higher wages	2

Methods of Settlement.—Of the 13 disputes in existence during the month, 8 were terminated, leaving 5 still unsettled at the end of the month. Five disputes were settled by negotiations between the parties concerned and the remaining three disputes were terminated without negotiations.

Results of disputes.—Of the 8 disputes terminated during December, the employers were successful in three cases, the employees were successful in 1 and a compromise was reached in the case of 2 disputes. In the remaining 2 disputes, the results were indefinite.

Disputes Commenced prior to the Beginning of the Month.

The more important disputes which commenced prior to the beginning of the month were strikes of coal miners at Lethbridge, Alta., and Springhill, N.S., boiler makers, shipwrights and ship labourers at Victoria, B.C., and metal polishers, piano workers and garment workers at Toronto, Ont.

Strike of Coal Miners at Lethbridge, Alta.

The strike of coal miners at Lethbridge, Alta., which began on March 9, was terminated on December 2, a settlement being effected under the Conciliation Act, 1900.(*).

Strike of Miners at Springhill, N.S.

A strike of 600 coal boys which took place at Springhill, N.S., on November 20, was terminated on December 3, when the boys returned to work uncondition-

(*) For a detailed account of the settlement of this dispute, see special article in December, 1906, issue of the *Labour Gazette*, page 647.

ally. The cause of the dispute was the removal of two employees to other parts of the mine. About 900 miners were indirectly affected by the dispute.

Strike of Iron Moulders at Hamilton, Ont.

With regard to a strike of 43 iron moulders of the Canadian Iron and Foundry Company of Hamilton, Ont., who went out on August 29, the Department received the following communication from the Company.

"Though we were operating our shop for about 10 days with a reduced output, we now have sufficient independent help to operate our plant to its full output and all negotiations are off toward any settlement at the present time."

The Union, however, maintains that the Company is still affected and that the strike is still in existence, but there are only two men at present in receipt of strike pay, the others having obtained, employment in other shops.

Strike of Boilermakers at Victoria, B.C.

The strike of boiler makers which took place at Victoria, B.C., on November 19, continued throughout the month without any settlement. The cause of the dispute was the refusal of the firms to grant an eight-hour work day with the same wages received for a nine-hour day. There were 3 firms and 34 employees directly and 40 indirectly affected by the dispute.

Strike of Metal Polishers and Buffers, at Toronto, Ont.

No settlement of the strike of metal polishers and buffers which took place at Toronto, Ont., was reported at the Department during the month. The dispute, affecting 34 employees and 7 firms, commenced on November 23, owing to the refusal of the employers to grant a demand for a minimum scale of wages of 27½c. per hour.

Strike of Shipwrights and Caulkers at Victoria, B.C.

On November 28, a strike of shipwrights and caulkers took place at Victoria, B.C. The cause of the dispute was the employment of unskilled labour on work which, the men claimed, should be done by shipwrights. A report received from an employer stated that the dispute arose from the refusal of the Company to discharge two labourers employed to assist a sparmaker, all the shipcarpenters at that port being at work at the time. There were about 40 men affected by the dispute.

Strike of Ship Labourers at Victoria, B.C.

On November 27, a few ship labourers were asked to work in the places of boiler makers who were on strike and upon refusing were discharged. The remainder of the labourers at once quit work in sympathy. There were about 30 employees affected.

Strike of Piano Workers at Toronto, Ont.

The strike of piano workers at Toronto which commenced on September 1, was terminated on December 8. The cause of the dispute was the refusal of the employers to grant an increase in wages, closed shop, and regulation of apprenticeship and abolition of contract systems. During the progress of the strike, several attempts were made to obtain a conference but the employers declined in any way to recognize the union. On December 8, the men returned to work under conditions existing prior to the strike.

Strike of Garment Workers at Toronto, Ont.

A strike of 200 garment workers at Toronto, continued throughout the month. The cause of the dispute was the refusal of this Company to maintain an open shop. All attempts to effect a settlement failed.

Strike of Cigarmakers at Winnipeg, Man.

With regard to the strike of cigar makers at Winnipeg, Man., which commenced on September 20, the union claimed that the strike was still in existence during December. The employer affected, while admitting that there was a strike against him, stated that he was not affected by it, having 29 hands working whereas before the dispute he had 20.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE, SERIE C., No. 2.

TABLE OF TRADE DISPUTES DURING THE MONTH OF DECEMBER.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.		Date of termination.		Result.
					Directly.		Indirectly.						
			Directly.	Indirectly.	Males.	Females.	Males.	Females.					
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.													
Mining—													
Coal Mines	Lethbridge, Alta.	Demand for increase in wages and other changes	1		500				Mar.	9	Dec.	3	Settled under Conciliation Act an increase of 10% in wages granted. No discrimination on either side against union or non-union men.
Coal miners	Springhill, N.S.	Refusal of Company to reinstate employees in particular positions	1		600		900		Nov.	20	Dec.	3	Employees returned to work under old conditions.
Metal trades—													
Iron moulders	Hamilton, Ont.	Demand for increase in wages and union shops	1		43				Aug.	29	Dec.	31	Company claim that no longer affected. All men with exception of two, obtained employment in other shops.
Boiler makers	Victoria, B.C.	Demand for eight hour day with current nine hour scale	3		34		40		Nov.	19			No settlement reported at end of month.
Metal polishers	Toronto, Ont.	Demand for increase in wages	3		40				Nov.	24			No settlement reported at end of month.
Shipwrights	Victoria, B.C.	Against employment of certain persons	1		40				Nov.	28			No settlement reported at end of month.
Ship labourers	Victoria, B.C.	Against discharge of certain employees	1		34				Nov.	27			No settlement reported at end of month.
Woodworking trades													
Piano workers	Toronto, Ont.	Demand for increase in wages, closed shop, regulation of apprenticeship and abolition of contract systems	8		600				Sept.	1	Dec.	8	Men returned to work under old conditions.

Clothing trades —											
Garment workers	Toronto, Ont.	Refusal of Company to maintain a closed shop	1		200			Nov.	20		No settlement reported at end of month.
Food and tobacco preparation—											
Cigar makers	Winnipeg, Man.	Disagreement regarding bill of prices	1		20			Sept.	20		Union claimed strike still in existence; employer now has 29 employees.
Leather trades—											
Trunk workers	Montreal, Que.	Refusal of Company to discharge man in arrears for union dues	1		24			Oct.	25	Dec. 31	Men returned to work under old condition.

DISPUTES WHICH BEGAN DURING THE MONTH.

Metal trades—											
Machinists	New Westminster, B.C.	Demand for increase in wages from 36c. to 40c. per hour	1		17			Dec.	24	Dec. 26	Increase in wages granted.
Transport—											
Trackmen	Kentville, N.S.	Demand for increase in wages	1		70			Dec.	1	Dec. 30	ompromise.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike , some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention, moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

Strike of Trunk Makers at Montreal, Que.

With reference to a strike of 24 trunk makers, which commenced on October 25, owing to the refusal of the employer to discharge a man who was in arrears for his dues to the union, the following statement was received during the month from the Company:—

> "The men came one at a time and asked to be re-instated. As far as possible we have taken the old hands back and the trouble is virtually at an end."

The Department has been unable to obtain a statement from the other parties, though communications have been sent to them.

New Disputes.

The new disputes of the month were strikes of machinists at New Westminster, B.C., and trackmen of the Dominion Atlantic Railway, N.S.

Strike of Machinists at New Westminster, B.C.

On December 24, a strike of 18 machinists of the Schaake Machine Works, of New Westminster, B.C., took place. The cause of the dispute was the refusal of the firm to grant a demand for an increase of wages from 36 to 40 cents per hour. On December 26, the dispute was terminated, the increase in wages being granted, but the Company wish to be given three months' notice in the future instead of thirty days with regard to changes in wages, etc. This point is to be discussed later; meanwhile the men returned to work.

Strike of Trackmen along the Dominion Atlantic Railway, N.S.

On December 1, a strike of trackmen occurred along the line of the Dominion Atlantic Railway, N.S., affecting about 70 men. In a communication from the Company, the manager stated that on November 20, the section men petitioned to have the following increases to take effect December 1, 1906.

December 1, 1906, to November 30, 1907, $1.35 per day.

December 1, 1907, to April 1, 1908, $1.25 per day.

May 1, 1908 to November 30, 1908, $1.35 per day. and so on each year.

The men were offered $1.10 per day for the winter months and $1.25 for the summer months, which the men refused to accept. The Company further claimed that it had received no intimation of their intention to strike. On December 3, the dispute was ended, the men accepting the terms made to them by the Company, namely, a wage of $1.25 per day from December 1.

RECENT INDUSTRIAL ARBITRATIONS AND AGREEMENTS.

DURING the month of December an award was rendered by the Ontario Railway and Municipal Board in the matter of certain differences between the Hamilton Street Railwav Company, the Hamilton Radial Electric Railway Company, and the Hamilton and Dundas Street Railway Company, of the first part, and the Amalgamated Association of Street and Electrical Railway Employees of America, Division No. 107, of Hamilton, Ont., of the second part.* The full text of the award is as follows.†

(*) For statement re the origin of this dispute, number of employees affected, etc., see *Labour Gazette* for December, 1906, page 689.

(†) The Department is indebted to the courtesy of the Chairman of the Ontario Railway and Municipal Board, and of the Traction Manager of the Hamilton Cataract Power, Light and Traction Company, for the copy of the award and agreement published herewith.

Award of Ontario Railway and Municipal Board re Strike of Street Railway Employees, at Hamilton, Ont.

TO ALL TO WHOM THESE PRESENTS SHALL COME:

The Ontario Railway and Municipal Board send greeting.

WHEREAS a certain agreement of reference dated the 28th day of November, A.D., 1906, was made between the Hamilton Street Railway Company, the Hamilton Radial Railway Company and the Hamilton and Dundas Street Railway Company and the Amalgamated Association of Street and Electrical Railway Employees of America, Division 107, Hamilton, Ontario, in the following words:—

"We hereby agree to refer all matters and disputes between us to the Ontario Railway and Municipal Board unconditionally."

And whereas the said Ontario Railway and Municipal Board having taken upon themselves the burden of the said Reference, and having duly weighed and considered the several allegations of the parties, and also the proofs, vouchers and documents which have been brought before the Board, and having heard what was alleged by the representatives of all parties.

The Board, on the 30th day of November, 1906, awarded, adjudged and directed as follows:—

"The Board, in order to serve the comfort, convenience and best interests of all classes of the community hereby orders the strike off and orders and directs all the men now out on strike to return to their respective employment and also orders and directs the companies to receive the men back, and the companies are forthwith to put a complete service in operation.

The Board further awards, adjudges and directs said parties to sign and execute the agreements, copies of which are hereto annexed.

The Board further awards that each of the said parties should pay his own costs of this reference.

In witness whereof the Chairman of the Board has hereunto set his hand and affixed the seal of the Board the 6th day of December, A.D., 1906.

Sgd. JAMES LEITCH,

Chairman of the Ontario Railway and Municipal Board.

Signed, sealed and published in the presence of

Sgd. H. C. SMALL.

In presenting their formal award the Board outlined the causes of the differencs and the progress of negotiations between the parties and the Board. With reference to wages the following statement was made:—

"The Board have not seen their way clear to increase the rate of wages beyond what was fixed by the agreement signed by the company and representatives of the men, pursuant to the award of the arbitrators, and which was approved of by the men in a written memorandum bearing date the thirtieth day of October last .....The Board have endeavoured to decide the question of wages upon principle and not as a matter of compromise.....The Board in this case are of the opinion that the company are paying all that they are able to pay.....In view of the financial position of the company..... the Board feel that, under the circumstances, the cannot increase the wages of the men above that awarded by the former arbitrators, except that the agreement which the Board directs the parties to execute is so worded that the men can earn the maximum, $1.60, $1.80 and $2.00 per day, which they were unable to do under the sixteen cent clause in the former award. Under the present award the new men can earn $1.60 per day, whereas under the old award they could only earn $1.28.

Reference was also made to the duration of the award and the taking back of the men.

Agreement between Hamilton Street Railway Company and Employees.

MEMORANDUM OF AGREEMENT made and entered into this sixth day of December A.D., 1906.

BETWEEN the Hamilton Street Railway Company, hereinafter for convenience sake, called the "Company," party of the first part, and the Amalgamated Association of Street and Electrical Railway Employees of America, Division 107, of Hamilton, Ontario, hereinafter for convenience sake, called the "Association," party of the second part.

WITNESSETH: That in the operation of the lines of the party of the first part, both parties hereunto mutually agree, as follows:—

Section 1.—That the Company, through its properly accredited officers, will continue to treat with its employees, who are members of the Association, through the properly accredited officers and committees of said Association.

Section 2.—That during the continuance of this agreement the wage scale shall be as follows: Motormen and Conductors shall be paid for the first year's service at the rate of 16 cents per hour, for the second year 18 cents per hour, and after the second year's service they shall be paid 20 cents per hour. Machinists, blacksmiths and linemen shall be paid 20 cents per hour. Shop men shall be paid at the rate of 15 cents per hour for the first year's service, 16 cents per hour for the second year, 17 cents

per hour for the third year and 18 cents per hour thereafter. Carpenters, painters, armature winders, blacksmiths, helpers, trackmen and watchmen to be paid the same rate of wages as at present.

Section 3.—All extra motormen and conductors who report at car barns and relief changes shall be guaranteed a minimum wage by the Company of $6.00 per week, but should an extra motorman or conductor fail to report at any time during the week then the Company will not be required to guarantee the $6.00 per week.

Section 4.—For all work performed by motormen, conductors, linemen, shopmen, machinists and blacksmiths over schedule time and for all work performed on Sundays they shall be paid at the rate of 2 cents per hour extra.

Section 5.—All work for extra men shall be divided as near as practicable equally among them.

Section 6.—In order to establish a work day for motormen and conductors that will meet the Deering and other tripper conditions that prevail on the system or may arise from time to time in the future, there shall be established first: The priority system of dealing out runs; each motorman and conductor to hold his promotion in accordance with his continuous age in the service, they to have the right to select their runs in accordance with their age in the service of the Company. All runs to be posted for motormen and conductors to make their selection as to the run they may desire, at least once in each three months, commencing with the first of January in each year. Should there be a vacancy between the periods of selection the men below such vacancies shall have the right to move up in accordance with their age in the service on the first of each month. Second, all runs shall be scheduled and divided in such manner as to give as many regular day runs as possible of ten hours each, to be completed inside of twelve consecutive hours, with a lee way of a half trip to complete schedule. Third, As many runs as possible shall be scheduled and divided into runs to be known as late regular runs of ten and one-half hours work day, to be completed inside of twelve and one-half consecutive hours with a lee way of fifteen minutes to complete the schedule. Fourth, the balance of the runs to be known as swing and mixed runs and to be scheduled in the shortest number of hours possible to arrange them. The swing runs to be a twelve hour work-day and to have at least one day off each week. The mixed runs to be at least a ten-hour work day. That whenever the organization, through their committees, can show to the Company that a greater percentage of the runs can be advanced from swing and mixed runs, to regular early and late runs, as specified above; the change giving the same service desired by the Company; they shall have the right to do so, and on the presentation of these changes to the Company the same will be adopted by them and put into effect.

Section 7.—In cases where the employees are required by the Company to secure evidence in connection with accidents, collisions, or for any other cause, or are taken off duty by the Company to give evidence in legal or other matters said employees shall be paid for the loss of such time at the same pay they would have received had they been working at their regular employment.

Section 8.—Conductors to be supplied by the Company with a sufficient quantity of tickets to run their cars providing the said conductor pays to the Company one-half of the cost of a guarantee bond covering the amount of tickets furnished.

Section 9.—Any member elected or appointed to an office in the Association shall be permitted to serve in such official capacity without prejudice to his service or line of promotion in the employment of the Company. If a shopman is elected or appointed to office in the Association he shall not act except when questions of interest to the shopmen are concerned.

Section 10.—In case any member of the Association is suspended or discharged for any cause whatsoever, the Company, through its Manager, upon request in writing, shall grant an interview to the Grievance Committee and if, upon investigation it is found by the

Manager, that the man is not at fault he shall be reinstated in his former position and paid for all time lost, in the discretion of the President to whom the matter can be referred.

Section 11.—All differences between the Company and the Association shall be adjusted as follows:—

First: Any and all differences or disputes arising between them shall be submitted through the properly accredited committees of the Association to the Traction Manager of the Company, in writing and if they cannot agree the President or General Manager may be called into conference.

Section 12. Every motorman and conductor, who has been continuously in the Company's employ for a period of six months prior to the letting of the contract for uniforms, shall be supplied with a uniform suit upon the following conditions:

(a) It is understood and agreed that the Association if they so desire, shall have the right to purchase uniforms in the open market, but the style and color and finish are to be subject to the Company's approval, and the Company agrees to pay one-half the cost of uniforms for all men who have been in the employ of the Company six months prior to the letting of said contract.

(b) It is further agreed, that in case any employee leaves the service of the Company within one month after receiving his uniform the Company retains from his wages the said one-half cost of his uniform, and any employee leaving the service of the Company within 3 months of the time of receiving his uniform the Company may retain from his wages one-quarter of the cost of said uniform.

Section 13.—The Company will fit all the Beach open cars with eaves on both sides, the said work to be done before the cars are put in service for the season of 1907.

Section 14.—In case of a breakage or other damage to cars while in the custody of employees, they will be liable only for breakages or damages as have been caused by their negligence or their carelessness, any payment in respect of damage so caused to be not greater than half the actual cost of the repair thereof.

Section 15.—This agreement and all provisions contained therein, shall remain in force and be binding on the respective parties until the first day of April, 1909.

In witness whereof the parties hereto have hereunto set their hands the day and year first above written.

Hamilton Street Ry.

(Sgd.) C. K. GREEN.
Manager,

Signed in the presence of (Signed) Wm. C. Coo.

JOHN THEAKER, Pres. Div. 107, of the Amalgamated Association of Street and Electric Railway Employees of America, Hamilton, Ontario.

Agreement between the Hamilton and Dundas Street Railway Company and its Employees.

MEMORANDUM OF AGREEMENT made and entered into this sixth day of December A.D., 1906. Between The Hamilton and Dundas Street Railway Company hereinafter called, for convenience sake, the "Company", party of the first part and Division 107 of the Amalgamated Association of Street and Electrical Railway Employees of America, Hamilton, Ontario, hereinafter called, for convenience sake, the "Association", party of the second part.

WITNESSETH: That in the operation of the lines of the Company both parties hereunto mutually agree as follows:—

Section 1.—The Company agrees through its properly accredited officers to treat with the duly authorized members of the Committee of the Association, who are in the employment of the Company, upon all questions and grievances affecting the interests of the men in the Company's employment, who are members of the Association, which may arise between them.

Section 2.—The Company agrees not to discriminate against any of their employees for becoming members of the

Association, and will not prevent any of the employees from becoming members of the same.

Section 3.—Any and all differences or disputes arising between the Company and their employees who are members of the Association shall be submitted through the properly accredited Committee of the Association to the Traction Manager of the Company in writing, and if they cannot agree the President or General Manager may be called into conference.

Section 4.—The Company agrees that the scale of wages for motormen and conductors shall be as at present, namely: 14 cents per hour for the first year's service; 16 cents per hour for the second year, and 18½ cents per hour for the third year and thereafter, and for extra work over schedule time, and on Sundays 2 cents per hour.

Section 5.—Motormen and conductors who have been continuously in the Company's employ for a period of six months prior to the letting of the contract for uniforms to be supplied with a uniform suit upon the following conditions:—*First*, it is understood and agreed that the Division, if they so desire, shall have the right to purchase uniforms in the open market, but the style, color and finish are to be subject to the Company's approval, and the Company agrees to pay one-half the cost of uniforms for all men who have been in the employ of the Company six months prior to the letting of said contract. *Second*, it is further understood and agreed that in case any employee leaves the service of the Company within one month after receiving his uniform, the Company may retain from his wages the said one-half cost of his uniform, and any employee leaving the service of the Company within three months of the time of receiving his uniform, the Company may retain from his wages one-quarter of the cost of said uniform.

Section 6.—Any employee or committee of the Company's employees properly authorized to represent the employees and whose duty in such capacity requires their absence from the Company's service, such absence shall be granted at reasonable times having regard to the Company's service, and for acting in such capacity they shall not in any way prejudice their position in the Company's service.

Section 7.—Conductors to be supplied by the Company with a sufficient quantity of tickets to run their cars providing the said conductors pay to the Company one-half of the cost of a guarantee bond covering the amount of tickets furnished.

Section 8.—In the case of a breakage or other damage to cars while in the custody of employees, they will be liable only for such breakages or damages as have been caused by their negligence or carelessness, any payment in respect of damage so caused to be not greater than one-half the actual cost of the repairs.

Section 9.—This agreement and all the provisions contained therein shall remain in force and be binding on the respective parties until the first day of April, 1909.

In witness whereof the parties hereto have hereunto set their hands the day and year first above written.

Hamilton & Dundas St. Ry. Co.,

(Sgd.) C. H. GREEN,

Signed in presence of WM. C. Coo.

JOHN THEAKER, President Division 107 of the Amalgamated Association of Street & Electric Railway Employees of America. Hamilton, Ontario.

Agreement between the Hamilton Radial Electric Railway Company and its Employees.

The agreement between the Hamilton Radial Electric Railway Company and its employees is identical in form with that between the Hamilton and Dundas Street Railway Company and its employees above cited, with the exception of Section 4, which reads as follows:—

Section 4.—The Company agrees that the scale of wages of the motormen and conductors shall be as at present, namely: 14 cents per hour for the first year's service; 15 cents per hour for the second year;

16 cents per hour for the third year; and 17 cents per hour for the fourth year and thereafter; and two cents per hour for extra work done over schedule time and upon Sundays."

Agreement between Canadian Northern Railway Company and Engineers and Firemen in its Employ.

Rates of Pay and Rules Governing Service of Enginemen, in effect October 1st, 1906:

Article 1.—*Passenger trains* per 100 miles, or per day of 10 hours. Overtime pro rata:

	Engineers.		Firemen.	
	Sr.	Jr.	Sr.	Jr.
Mogul and ten-wheeler....	$2.80	$2.70	$1.67	$1.62
All other engines.....	2.70	2.60	1.57	1.52

Freight, Mixed, work and Snow Plow trains per 100 miles, or per day of 10 hours. Overtime pro rata:

	Engineers.		Firemen.	
	Sr.	Jr.	Sr.	Jr.
Mogul and ten-wheeler....	$2.80	$2.70	$1.67	$1.62
All other engines.....	2.70	2.60	1.57	1.52

Way-Freight trains per 100 miles or per day of 10 hours. Overtime pro rata:

	Engineers.		Firemen.	
	Sr.	Jr.	Sr.	Jr.
Mogul and ten-wheeler....	$2.85	$2.75	$1.72	$1.67
All other engines.....	2.75	2.65	1.62	1.57

Switching (regularly assigned) per day of 12 hours or less:

	Engineers.		Firemen.	
	Sr.	Jr.	Sr.	Jr.
All engines.....	$2.50	$2.40	$1.50	$1.40

Hostlers (regularly assigned) per day of 12 hours or less: $2.00

Piloting per 100 miles or per day of 10 hours:

Engineers.....	Engineers' rates for class of engine.
Firemen.....	Schedule rate with minimum of $1.50.

Special Services:

D. H. on Company's orders:
Half of rate applicable to train on which they travel.

	Engineers per hour.	Firemen per hour.
Watching and caring for engines	$0.25	$0.15
While held for special service, if time lost (10 hours to be allowed per day of 24 hours).	.25	.15
Attending court on request of Company, if time lost. (10 hours to be allowed per day of 24 hours).	.25	.15

Light running with engine alone will be paid passenger rates according to seniority.

SPECIFIED RUNS.

Regular scheduled trains, Grand Mere and St. Jerome to Montreal and return, and vice versa, and Joliette to Hawkesbury and return, and vice versa, will be paid regular scheduled rates, covering mileage made between time scheduled to leave and scheduled time of arrival at home station.

Shawenegan Branch. Ten hours to constitute one day's work, freight rate. All over 10 hours same rate. This includes all extra work between trips.

St. Jacques Branch. Engineer $80.00 per month. Fireman $45.00 per month. This to include Sunday work. Sunday excluded, Engineer $75.00, Fireman $43.00 per month. Rate per month to cover all intermediate services required.

Montfort Branch. Engineer 25 cents per hour. Fireman 15 cents per hour.

Article 2.—Road enginemen making less than 100 miles will be paid for 100 miles, but will be liable for further service to the extent of 10 consecutive hours at the rate of one hour for each 10 miles.

Round trips 100 miles or over (one way) will be paid for as separate runs.

Road enginemen ordered for yard service only, will be paid for not less than 5 hours.

Article 3.—Overtime will be computed from time engine is ordered for road until put in hands of hostler or reported on register book.

Article 4.—Enginmen will receive senior rates after first year's service as such, one year's service to mean 30,000 miles, all mileage and overtime to count from first trip made. Enginemen on work and switch engines to receive credit for 100 miles per day.

Enginemen hired with one or more year's experience will be placed on seniority list on date of starting, and will be paid senior rates on recommendation of road foreman after one month's satisfactory service.

Article 5.—Enginemen will be paid actual mileage for doubling when made necessary by having excess tonnage in train.

Article 6.—Enginemen in charge of dead engines will be paid minimum enginemen's rates.

Article 7.—Enginemen on snow plough trains will be allowed mileage for ploughing out side tracks.

Article 8.—When distance from round house to train is one or more miles enginemen will be paid mileage therefor.

When enginemen on freight trains are required to run more than one mile off main line, mileage will be allowed for same.

Article 9.—The time of work trains will count from time engine is ordered for, 10 hours or less to be one day.

Enginemen in work train service when away from terminal point will be paid 100 miles for each day held for service. Men to be notified on Saturdays, if required for the following day.

When work trains run 40 miles or more to or from work, mileage at through freight rates will be allowed, time so occupied not to be included in time paid for at work train rates.

Enginemen on work trains will be given an opportunity for meals at reasonable hours.

Work trains will be manned by junior enginemen, unless senior enginemen apply.

Enginemen will be given transportation and allowed to go home for Sundays, when such leave will not interfere with work service.

Article 10.—Enginemen taken off a train between terminals for work train service, and afterwards continuing trip, will be paid work train rates for time occupied on work service, such time not to be included in computing overtime.

Article 11.—Road enginemen will be paid for switching at terminal and turn around points at through freight rates, except on specified runs and as otherwise provided for, time to count from time engine is ordered for until switching is completed, each 6 minutes to count as 1 mile, switching tickets to be certified to by agent, conductor, or yardmaster.

The above is provided when such time is in excess of time covered by Article 2.

Article 12—Enginemen coming on duty for train which is afterwards annulled will be paid through freight minimum enginemen's minimum of 25 miles.

Article 13.—Enginmen held away from home station for engines will be paid 10 miles per hour at minimum passenger enginemen's rate for the last 10 hours or portion thereof in every 24 hours so held, less any mileage or time otherwise paid for during said 24 hours.

Article 14.—Enginemen will be allowed time for watching engine when no watchman is employed, but engineer and fireman will not both be paid for same time.

Article 15.—Enginemen held off on Company's business, on request of Company, will be allowed expenses when away from home station.

Article 16.—Enginemen will be given reason if mileage or time claimed is not allowed.

Article 17.—When an engineman is suspended or dismissed, he will be advised of reason for such action, and a full and impartial investigation will be held, and engineman advised of decision within 10 days. Engineman will be advised to be present at such investigation, and may be accompanied by another engineman. Should the investigation prove him blameless, he will be re-instated and paid for time lost, one day for each consecutive 24 hours at through freight minimum enginemen's rates. Any appeal from such decision must be made in writing by the engineman through his locomotive foreman within 10 days after he has been advised of such decision.

Article 18.—Enginemen will appear on duty 45 minutes before departure of train and sign appearance book.

Enginemen will be ready for train 15 minutes before departure time to charge train with air, 30 minutes to be for inspection and making engine ready. Engines to be ready to go on passenger trains on arrival.

Article 19.—Enginemen living within reasonable distance of terminal station will be called. Enginemen on regular passenger trains, unless otherwise arranged, due to leave between 8 a. m. and 11 p. m. will not be called, unless such trains are more than 1 hour late.

Article 20.—Enginemen will not be required to leave terminals until they have had at least 8 hours rest if requested, but such rest must be booked on arrival.

Article 21.—The hauling of trains tender first in severe weather or after dark will be limited as far as practicable.

Article 22.—An engineer in charge of an engine, ordered over any section with which he is not familiar, will be furnished with a competent pilot in addition to engine crew.

Article 23.—Engines to be supplied with coal, sand, and water by engine-house staff at terminals, but enginemen will be responsible for seeing engines are supplied. Engines running through terminals where round house staff is employed, whether on round trip or over more than one section, will have coal shovelled ahead, and fire and ash-pan cleaned by round house staff when necessary. Enginemen will assist in coaling engines at intermediate points where chutes are located on main track.

Article 24.—When engines are sent to shops for repairs, or are transferred, the men affected will be assigned to engine suitable for their run.

Article 25.—Enginemen on freight trains will be given reasonable time for meals between terminals on advising dispatcher and obtaining permission. Time occupied to be deducted in computing overtime.

Enginemen on switch engines will be allowed one hour for meals between 11 a. m. and 2 p. m., and between 11 p. m. and 2 a. m.

Hostlers will be given reasonable time for meals.

Article 26.—Hostlers will do round house and shop switching. When firemen are used temporarily to relieve hostlers, the senior available suitable freight fireman will be taken. Enginemen desiring the position of hostlers will receive preference.

Article 27.—A list of enginemen in promotion order will be posted in each booking room.

Article 28.—Enginemen transferred from one division to another division, or from another railway will rank as junior men respectively.

In case of reduction of staff, hired engineers will not be classed as firemen ahead of the men who were firing when they were hired.

Article 29.—Engineers put back firing, on reduction of staff, will have choice of run according to seniority and fitness.

Article 30.—Senior firemen will be examined for promotion in their turn when practicable, and will be placed on

seniority list on date of passing examination, and will be notified in writing of result within 30 days.

Firemen who have not been examined will retain their seniority rights. In the event of a fireman failing to pass examination he will be given another trial within 6 months, and will meantime fire on freight and retain seniority rights. Firemen failing to pass second examination will be placed at foot of list, or services dispensed with at the option of the Company.

On behalf of Engineers:

(Signed) S. WHITE,
Chairman,

A. J. GORRIE,
General Superintendent.

Approved, October 22, 1906,

(Signed) C. W. SPENCER,
General Manager.

LOCAL RULES.

A.—Passenger trains hauling express freight will not be considered mixed trains.

B.—Way-freight rates will be paid on trains assigned to way-freight work between points where way-freight rates are now in force.

C.—Freight engines, unassigned to run, will run first in, first out; when engines are pooled crews will run first in, first out.

D.—The number of regular freight enginemen will be regulated so that they will not make less than 2,600 miles per month, but pay to that extent is not guaranteed. Enginemen may make a reasonable mileage in excess of 2,600, but not more than 4,000 miles per month while engineers are firing, and firemen wiping.

E.—Enginemen assigned to regular runs and to switching engines will be considered off duty from the time relieved at engine house until required for their regular duties, but when such men are available and are called in cases of emergency, they must turn out promptly. Men may follow assigned engines.

F.—Enginemen on switching engines, may, on application, be transferred to road service, but it is understood that they will take the junior men's engines, unless there are vacancies, and will be entitled to promotion according to seniority.

G.—Promotion will be from switching to freight, freight to mixed, and mixed to passenger.

Except in cases of physical inability, enginemen refusing to take promotion according to seniority will thereafter rank junior to the men appointed.

All vacancies will be advertised.

Above rules and rates and accompanying schedule of enginemen's duties will remain in effect until May 1, 1907, and thereafter subject to 30 days' notice.

JOINT DUTIES OF ENGINEMEN.

1. To economically use all supplies.
2. To see that engines are supplied with all necessary tools, coal, water, sand, oil and waste.
3. To care for locomotive equipment.

DUTIES OF LOCOMOTIVE ENGINEERS.

1. To make a thorough inspection of locomotive before leaving and on arrival at terminal, and when opportunity offers on the run. Engines arriving covered with snow and ice will be examined by shop staff when so booked.
2. To test air pump, air brake, signal whistle and steam heat equipment, injectors and lubricators, and know they are all in proper working order before leaving round house tracks.
3. To adjust the feed of all oil cups, and to close them when engine is standing and on arrival at terminals.
4. To see that at least three gauges of water are in the boiler before delivering engine at terminals.
5. To register in on arrival at terminal, and to make up the trip ticket and the form for reporting detentions, casualties, etc., before leaving the Company's premises.
6. To book, on arrival at terminal, details of work to be done by round house staff.
7. To set up driving box adjustable wedges. Wedges of consolidation en-

gines to be set up by shop staff at main terminals.

8. To keep the main and side rod sectional brasses.

9. To blow out lubricator, and renew glasses and washers when necessary.

10. To renew water gauge glasses.

11. To care for all the trimming in connection with eccentrics.

12. To clean and care for head lamp, including numbers.

13. To tighten all nuts on engine on the run not requiring the use of shop tools.

14. To care for the air pump, and see that it is kept in a clean condition, and properly lubricated.

15. To be responsible for the steam pressure in the boiler and the steam heat line; and the air pressure in the air and signal lines being maintained, but not exceeded.

16. To see that the firemen perform their duties and comply with instructions regarding economical use of fuel.

17. To handle the locomotive so as to give best results, both as regard economy and efficiency, and to handle air brakes and steam equipment in accordance with instructions.

18. To wire to master mechanic reports of accidents, which result in damage to machinery on the road.

19. To notify the conductor when engine is disabled, nature of disablement, and when engine will be ready to proceed with full or part load.

DUTIES OF FIREMEN.

1. To draw necessary stores for the trip.

2. To fill lubricators, all lamps, torches, and oil feeders.

3. To care for all lamps, except the head lamp.

4. To clean all cabs, boiler heads and mountings inside cabs.

5. To paint front end and stacks and clean above running board of yard and assisting engines.

6. To clean above running board of all four-wheel coupled engines exclusive Atlantic type engines.

7. To keep all tool boxes clean and equipment orderly.

8. At points where shop staff is not employed to clean fires and ash-pans of switching and assisting engines, and to wipe off tenders of such engines.

9. To comply with instructions with regard to economical firing of locomotives, and to do everything possible to prevent waste.

10. To keep the cab deck dampened and cleaned; wet the coal and keep the latter well raked in from sides of gangway to prevent it falling off.

11. To be subordinate to the engineer.

12. To have the fire in readiness, and good pressure of steam in the boiler when the train is ready to leave.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF DECEMBER, 1906.

Under this heading, account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in the loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country, or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 290 individual workpeople in Canada during the month of December, 1906, were reported to the Department of Labour. Of these, 86 were fatal and 204 resulted in serious injuries. In addition, accidents to 23 workmen, of which 7 were fatal, were reported as having taken place prior to the beginning of the month, information not having been received before December. The number of fatal accidents reported in December, 1906, was 31 less than in the previous month, and 4 more than in December, 1905. The non-fatal accidents numbered 11 more than in November, 1906, and 18 less than in December, 1905.

Of 183 returns received during the month, giving the ages of the victims of industrial accidents, 24 referred to persons under twenty-one years of age, 38 to persons between twenty-one and

forty-five and 8 to persons over forty-five; 113 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and groups of trades:—

STATEMENT OF ACCIDENTS DURING DECEMBER, 1906, BY TRADES AND INDUSTRIES.

Trade or industry.	Killed.	Injured.	Total.
Agriculture	11	21	32
Fishing and hunting	3	.....	3
Lumbering	14	21	35
Mining	9	16	25
Building trades	3	21	24
Metal trades	11	30	41
Woodworking trades	.....	7	7
Printing trades	.....	2	2
Clothing trades	.....	2	2
Textile trades	.....	4	4
Food and tobacco preparations	2	7	9
Railway service	18	27	45
Navigation	7	12	19
General transport	1	14	15
Civic employees	2	4	6
Miscellaneous	3	15	18
Unskilled labour	2	1	3
Total	86	204	290

Nature of Fatalities and Accidents.

The chief disasters of the month were the drowning of 6 Indians employed by a lumbering firm on Sydney Bay, Ont.; the drowning of 3 bridgeworkers at Ashcroft, B. C., and the death of 2 farmers on December 5, their vehicle being struck by a passing train at a level crossing near Rodney, Ont.

Drowning Fatality in Georgian Bay, Ont.

On Saturday, December 1, 6 Indians employed by a lumbering firm on Sydney Bay, Ont., a portion of Georgian Bay, met with a squall in McGregor Harbour. Their boat capsized through their inability to shorten sail, owing to the latter being frozen. They were all drowned.

Drowning of Three Bridge Workmen at Ashcroft, B.C.

On December 5, by the breaking of a cable during the construction of a Government bridge across the Thompson River near Ashcroft, B. C., 7 workmen were thrown into the river, and 3 of them drowned.

Level Crossing Accident near Rodney, Ont.

While on their way home from market, on the evening of December 5, 2 farmers living near the village of Taylor, two miles from Rodney, Ont., had to cross the Michigan Central Railway track. Though the view of the railway is unobstructed at that place, they were struck by the Wolverine express, running at the rate of a mile a minute, and were killed instantly.

Record by Trades and Industries.

Agriculture.—There were 11 fatal accidents to persons engaged in agriculture reported during December, compared with 16 in the preceding month, and 8 in December, 1905. Four of the deaths were due to being struck by engines or cars, 3 to being frozen to death, 3 to live-stock, 1 to drowning and 1 to a tree falling on the victim. The serious accidents numbered 21, 11 of which were due to machinery, 4 to falls, 4 to live-stock, and 2 to falling material.

Fishing and hunting.—In this group there were 3 fatalities in December, 2 fishermen being drowned by the capsizing of their boats off Brier Island, N. S., and a hunter near St. Stephen, N. B., being killed by the accidental discharge of his gun. There were no accidents in the preceding month, and 1 death and 1 injured in December, 1905.

Lumbering.—During December, 1906, death resulted through accident to 14 workers, while 21 were injured. In November, 1906, the record was 14 killed and 7 injured, and in December, 1905, 3 killed and 19 injured. Six workmen were drowned, 6 were killed by falling trees or logs, and 2 by contact with machinery. Twelve workmen were severely injured by falling trees or logs, 4 by machinery, 3 by tools, 1 by being frozen and 1 by being run over by a vehicle.

Mining.—Nine mine workers were killed, and 16 injured during December, 1906, as compared with 3 killed and 4 injured in the previous month, and 4 killed and 26 injured in December, 1905. Three miners were killed by explosions of dynamite, 3 by being run over or struck by cars, 1 by falling material, 1 by machinery and 1 by a fall of rock. Eleven of the minor injuries were caused by explosions of dynamite, 3 by being run over by cars, 1 by a fall of rock, and 1 by a fall.

Building trades.—Three were killed and 21 injured during December, compared with 4 killed and 24 injured in last November and 5 killed and 11 injured in December, 1905. The 3 deaths were due to falls from buildings or scaffolds. Fourteen workmen were seriously injured by falls, 3 by machinery, 2 by tools and 2 by falling material.

Metal trades.—Eleven fatal and 30 non-fatal accidents occurred during December, compared with 4 fatal and 32 non-fatal accidents in November, 1906, and 5 fatal and 23 non-fatal accidents in December, 1905. Four of the fatalities were caused by drowning, 3 by falling material, 2 by machinery, 1 by falling into a vat of boiling water and 1 by electric shock. Nine of the injuries were caused by falling material, 8 by machinery, 5 by molten metal, 2 by tools, 3 by falls, and 1 each by an explosion, by being crushed by a horse, and by an elevator.

Woodworking trades.—There were 7 minor accidents in these trades during December, as against 1 fatal, and 6 non-fatal accidents in the previous month, and 1 fatal and 9 non-fatal accidents in December, 1905. The 7 injuries were due to contact with machinery.

Printing trades.—During December a bookbinder at Montreal, Que., had 2 fingers crushed in a bookbinding machine, and a pressman at Welland, Ont., had his hand lacerated by a belt. Last November there was 1 minor injury, and in December, 1905, 1 fatality.

Clothing trades.—There were 2 non-fatal accidents in this group during December, compared with 2 minor accidents in November, 1906, and 1 fatality in December, 1905. The 2 accidents were in connection with machinery.

Textile trades.—In December, 1905, there were 1 fatal and 2 non-fatal accidents; in November, 1906, there were 3 non-fatal accidents, and in December, 1906, there were 4 non-fatal accidents, 2 of them being caused by belting, and 2 to falling material.

Food and tobacco preparation.—Two fatal and 7 non-fatal accidents occurred during December. In the preceding month there were 5 fatal and 14 non-fatal accidents, and in December, 1905, 1 fatal and 11 non-fatal accidents. One of the deaths was caused by a fall, and one by belting. Two workmen were injured by machinery, 2 by tools, 1 by a fall, 1 by being gored by a bull, and 1 by falling material.

Railway service.—Eighteen railway employees met death through accident, and 27 were more or less seriously injured during December, 1906. For the previous month the record was 27 killed and 40 injured, and in December, 1905, 18 killed and 28 injured. Nine employees were killed by being struck or run over by trains, 4 by explosions, 2 by being caught between cars, 2 by collisions and 1 by being struck by a semaphore. Five employees were injured by being struck by trains, 5 by being caught between cars, 5 by falling from trains, 4 by collisions, 4 by derailment of engines, 2 by machinery, 1 by an explosion, and 1 by falling material.

Navigation.—Seven of these workmen were killed and 12 injured during December, compared with 30 killed and 5 injured in the preceding month, and 20 killed and 10 injured in December, 1905. Four of the deaths were due to drowning, 1 to machinery, 1 to heart failure caused by excessive heat in a boiler room, and 1 to a fall. Five members of the crew of the Golspie, wrecked off Michipicoten, Ont., were severely frost bitten, amputation of limbs being necessary in one case, 5 of the accidents were due to falling material, and 2 to falls.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF DECEMBER, 1906.

Trade or industry.	Locality.	Date.	Killed.	Injured.	Nature of Injury.	Remarks.
Agriculture—						
Farmer	Inverary, Ont.	Dec. 3		1	Neck gashed and shoulder bruised	In a runaway.
"	Dalhousie Stn., Que.	" 4		1	Hand and arm crushed	Caught in a thresher.
"	Mitchell, Ont.	" 5		1	Bad scalp wound	Kicked by a horse.
"	Rodney, Ont.	" 5	2			Run over by cars at crossing.
"	Cornwall, Ont.	" 12		1	Loss of hand	Caught in thresher.
"	Puslinch Tp., Ont.	" 10	1			Kicked by horse.
"	Madoc, Ont.	" 8	1			Frozen to death.
"	St. Mary's, Ont.	" 12		1	Loss of four fingers	Caught in straw cutter.
"	Calumet, Que.	" 13		1	Hand mangled	Caught in thresher.
"	Raleigh, Ont.	" 14		1	Arm broken	Caught in corn shredder.
"	Paris, Ont.	" 15		1	Jaw bone broken	In a runaway.
"	St. Eustache, Que.	" 17		1	Probably fatal injuries	Caught in belting.
"	Champlain, Que.	" 17	1			Drowned, broke through ice.
"	Otonabee, Ont.	" 18		1	Neck and ear cut	Glancing of axe.
"	Shefford Mountain, Que.	" 10		1	One toe amputated	By axe.
"	Sutton, Que.	" 9		1	Leg injured	Hog fell on it.
"	Clyde, Ont.	" 22		1	Concussion of brain	In runaway.
"	Otterciffe, Ont.	" 18		1	Hand badly cut	By glancing of axe.
"	Wainfleet, Ont.	" 1		1	Leg broken	Fell from apple tree.
"	Winger, Ont.	" 8		1	Ribs and shoulder broken	Fell from wagon.
"	Crowland, Ont.	" 19		1	Skull fractured	Fell from hay mow.
"	Havelock, Ont.	" 22		1	Internal injuries	Tree fell on him.
Rancher	Glen Emma, B.C.	" 11	1			Thrown from a horse.
Farmer	Ameliasburg, Ont.	" 27	1			Frozen to death.
"	Raleigh, Ont.	" 22	1			Struck by train at crossing.
"	Madoc Tp., Ont.	" 28	1			Tree fell on him.
"	Richibucto, N.B.	" 4		1	Leg badly gashed	By axe
Farmer's wife	Near Lindsay, Ont.	" 15	1			Frozen to death.
Farm hand	Shawbridge, Que.	" 15		1	Arm and leg broken	Struck by train at crossing.
"	Brome Centre, Que.	" 2		1	Two fingers amputated	By root cutter.
"	Gaspereaux Stn., N.B.	" 25	1			Run over by train at crossing
Fishing and hunting—						
Hunter	Near St. Stephen, N.B.	" 3	1			Accidental discharge of gun while hunting.
Fishermen	Off Brien Island, N.S.	" 24	2			Drowned; dory upset.
Lumbering.—						
Logger	St. Gabriel, Que.	" 3		1	Leg broken	Tree fell on him.
"	Wiarton, Ont.	" 1	6			Drowned, boat capsized.
"	Near Stanstead, Que.	" 4		1	Leg gashed	Axe glanced.
"	Near Gooderham, Ont.	" 5		1	Leg broken	Log rolled on it.

"		Stukeley, Que.	"	12		1	Hand badly cut	By glancing axe.
"		St. Anne, Que.	"	12		1	Loss of toe	"
"		East Angus, Que.	"	5		1	Leg broken	Tree fell on him.
"		Westminster Jct., B.C.	"	5		1	"	Caught in jam of logs.
"		"	"	5		1	Legs badly bruised	" "
"		Eburne, B.C.	"	6		1	Collar bone broken	Tree fell on sleeping cabin crushing it in on men.
"		"	"	6		2	Badly bruised	" " "
"		Moyie, B.C.	"	3	1			Tree fell on him.
"		Fernie, B.C.	"	13	1			"
"		Near New Westminster, B.C.	"	15		1	Leg broken	"
"		St. Ubalde, Que.	"	23	1			"
"		Valcartier, Que.	"	24	1			"
"		Scotstown, Que.	"	28		1	Two ribs broken	Logs rolled on him.
"		Pigeon River, Ont.	"	20		1		Limbs badly frozen.
"		Tay's Mills, N.B.	"	15	1			Head crushed between two logs.
Teamster		Coaticook, Que.	"	11		1	Internal injuries	Run over by vehicle.
Sawmill owner		Dewittville, Que.	"	5	1			Caught in belting.
"	hand	New Westminster, B.C.	"	5	1			Contact with saw.
"	"	Sturgeon Falls, Ont.	"	13	1			Smoke stack fell on him.
"	"	Coaticook, Que.	"	12		1	Two fingers amputated	By contact with saw.
"	"	Sherbrooke, Que.	"	11		1	Part of hand cut off	By machinery.
"	"	Deschambault, Que.	"	26		1	Loss of four fingers	Contact with circular saw.
"	"	Marysville, N.B.	"	4		1	Foot badly crushed	By falling material.
Cedar mill employee		Deseronto, Ont.	"	3		1	Leg badly crushed	Crushed between car and motor.
"		"	"	5		1	Finger crushed	By machinery.
Miner		Westville, N.S.	"	4		1	Injured internally	By a fall of rock.
"		Cobalt, Ont.	"	6	1			By explosion of dynamite.
"		"	"	6		1	Probable loss of eyesight	" "
"		Thetford Mines, Que.	"	1	1			Heater weighing 500 lbs. fell on him.
"		Glace Bay, N.S.	"	10	1			Caught in machinery.
"		Coal Creek, B.C.	"	6	1			Run over by loaded cars.
"		"	"	6		1	Foot scalded	Fell into hot water tank.
"		"	"	6		1	Foot crushed	Run over by coal car.
"		Kenora, Ont.	"	11	1			By explosion of dynamite.
"		"	"	11	..	5	More or less injured	" "
"		Fernie, B.C.	"	17	1			" "
"		"	"	17		2	Dangerously injured	" "
"		Glace Bay, N.S.	"	28	1			Struck by runaway boxes.
"		Fernie, B.C.	"	27	1			By fall of rock.
"		Capleton Mines, Que.	"	22		1	Internal injuries	By explosion of dynamite.
"		Fernie, B.C.	"	5	1			Caught between coal cars.
"		Cranburne, B.C.	"	9		2	Injured	Explosion of dynamite.
"		Nanaimo, B.C.	"	1		1	Leg broken	Run over by coal car.
"		"	"	21		1	Internal injuries	Crushed between cars.
Building trades —								
Carpenter		St. Hyacinthe, Que.	Dec.	3		1	Eye badly injured	By slipping of chisel.
"		St. Edward, Que.	"	4		1	Internal injuries	Scaffold gave way.
"		Peterborough, Ont.	"	4		1	Loss of thumb	Caught in box planer.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF DECEMBER, 1906.

Trade or industry.	Locality.	Date.	Killed.	Injured.	Nature of injury.	Remarks.
"	London, Ont.	" 1		1	Leg broken	Scaffold collapsed.
	Montreal, Que.	" 21	1			Fell from third storey.
"	Windsor, Ont.	" 11		1	Head badly crushed	By falling material.
"	Niagara Falls, Ont.	" 7		1	Arm broken	Fell from building.
"	Welland, Ont.	" 20	1			Scaffold collapsed
"	"	" 20		1	Hip and side injured	" "
"	Peterborough, Ont.	" 6		1	Foot badly hurt	Stepped on nail.
"	"	" 6		1	Arm broken	Fell from scaffold.
"	St. Thomas, Ont.	" 21		1	Back severely injured	Fell from scaffold 20 ft.
"	Toronto, Ont.	" 27		1	Back broken	Fell from roof of house 25 ft.
"	Ottawa, Ont.	" 20		1	Dangerously injured	Shed fell on him.
"	London, Ont.	" 4		1	Leg broken	Fell 15 ft. from scaffold.
Contractor's foreman	Windsor, Ont.	" 14		1	Arm broken	Fell 50 ft. in hoist
Foreman carpenter	Chicoutimi, Que.	" 22		1	Head badly hurt	Fell from scaffold.
Bricklayer	Montreal, Que.	" 11		2	Internal injuries	Fell from scaffolding 40 ft.
Brickmaker	Swansea, Ont.	" 17		1	Foot amputated	By machinery.
Painter	Montreal, Que.	" 19		1	Skull fractured	Fell from scaffold 30 ft.
"	Quebec, Que.	" 22		1	Loss of left eye	Struck by a tack in eye.
Roofer	Brantford, Ont.	" 21	1			Fell from roof, 40 ft.
"	St. Thomas, Ont.	" 21		1	Head badly cut	Fell 35 ft. from roof.
Metal trades—						
Machinist	Montreal, Que.	" 4		1	Foot crushed	By fall of heavy piece of iron.
"	London, Ont.	" 14	1			By bursting of emery wheel'
"	Belleville, Ont.	" 14	1			Caught in shafting
"	Bedford, Que.	" 8		1	Finger amputated	Caught in a machine.
"	Belleville, Ont.	" 21		1	Arm badly injured	" "
"	"	" 10		1	Loss of finger	Piston rod fell on it.
"	Guelph, Ont.	" 25	1			Fell into vat of boiling water.
"	Montreal, Que.	" 27		1	Both legs broken	Some steel gates fell on him.
"	Brantford, Ont.	" 27		1	Face badly burned	By explosion of natural gas.
"	Sutton, Que.	" 28		1	Eye badly injured	By steel flying from a chisel'
"	Toronto, Ont.	" 20		1	Loss of three fingers	Cut off by a press.
Structural iron workers	London, Ont.	" 3		1	Leg broken	By fall, 21 ft.
"	Near Ashcroft, B.C.	" 5	3			Drowned, thrown from bridge.
"	Walkerville, Ont.	" 8	1			Drowned, fell from bridge.
Electrical worker	Peterborough, Ont.	" 6		1	Foot injured	Pierced by a nail.
"	Sorel, Que.	" 17	1			Electrocuted.
"	London, Ont.	" 19		1	Eye badly injured	By splashing of molten lead.
"	Niagara Falls, Ont.	" 23		1	Back injured	By falling.
"	London, Ont.	" 4		1	Eye badly injured	Splashing of molten metal.
"	Peterborough, Ont.	" 27		1	Eye badly cut	By flying splinter of wood.

Sheet metal workers	Brantford, Ont.	"	7		1	Ear badly burned	By molten solder.
"	Woodstock, Ont.	"	22		1	Body badly bruised	Boiler fell on him.
"	Brockville, Ont.	"	7		1	Hand crushed	Caught in press..
"	Toronto, Ont.	"	14		1	Loss of thumb	"
Foundry worker	Toronto, Ont.	"	11	1			Hook of crane fell on his head.
"	Brantford, Ont.	"	27		1	Face badly burned	By splashing of hot metal.
Boilermaker	New Westminster, B.C.	"	17		1	Foot badly injured	By glancing of a hammer.
"	London, Ont.	"	20		1	Broken toe	Boiler plate fell on it.
"	St. John, N.B.	"	11	1			Iron crane fell on him.
Blacksmith	Fairville, N.B.	"	11		1	Hand crushed	Horse stepped on it.
Shipbuilder	St. John, N.B.	"	12	1			Arm of crane fell on him.
"	Toronto, Ont.	"	5		1	Internal injuries	Fell from a ladder.
"	Bridgeburg, Ont.	"	13		1	Head badly injured	An iron wrench fell on him.
Agri. implement worker	Toronto, Ont.	"	7		1	Hand badly lacerated	Caught between two trucks.
"	"	"	11		1	Eye badly injured	By splashing of molten metal.
"	"	"	19		1	Hip and arm injured	Caught in belting.
"	Smith's Falls, Ont.	"	10		1	Leg badly cut	By falling iron.
"	"	"	13		1	Foot badly crushed	Caught in elevator.
"	Brantford, Ont.	"	3		1	Bone of hand broken	By a drop hammer.
Woodworking trades—							
Woodworker	Montreal, Que.	"	18		1	Internal injuries	Caught in shafting.
"	Fraserville, Que.	"	14		1	Loss of four fingers	By buzz planer.
"	Quebec, Que.	"	19		1	Two fingers cut off	Caught in machinery.
"	"	"	22		1	Loss of eye	Iron tack flew into it.
Organ factory hand	St. Hyacinthe, Que.	"	5		1	Eye badly hurt	By glancing chisel
Carriage maker	Guelph, Ont.	"	8		1	Hand badly injured	By a shaper.
"	Toronto, Ont.	"	11		1	Hand badly crushed	In tire rolling machine.
Printing and allied trades—							
Bookbinder	Montreal, Que.	"	18		1	Two fingers crushed	Caught in bookbinding machine.
Pressman	Welland, Ont.	"	5		1	Hand lacerated	Caught in belt.
Clothing trades—							
Shoe factory worker	Quebec, Que.	"	1		1	Loss of eye	Struck by object flung from machine.
"	"	"	19		1	Loss of one finger	Caught in press.
Textile trades—							
Cotton mill hand	Montreal, Que.	Dec.	3		1	Leg broken	By falling material.
"	Marysville, N.B.	"	4		1	Foot badly crushed	By falling piece of iron.
"	Montmorency, Que.	"	21		1	Arm broken	Caught by a belt.
Jute bag worker	Toronto, Ont.	"	5		1	Hand badly crushed	Caught in roller.
Food & tobacco preparation—							
Butcher	Guelph, Ont.	"	12		1	Seriously injured	Gored by a bull.
"	Montreal, Que.	"	27		1	Ribs and arm broken	Fell 20 ft. in abattoir.
Meat cutter	Niagara Falls, Ont.	"	17		1	Foot badly cut	Stepped on a knife.
"	Ingersoll, Ont.	"	25		1	Hand badly torn	Caught in wiring.
"	St. John, N.B.	"	10		1	Hand badly mangled	Caught in machine.
Bartender	Montreal, Que.	"	20	1			Fell down stairs.
Biscuit worker	London, Ont.	"	4		1	Hand crushed	Caught in belting.
"	Toronto, Ont.	"	4		1	Head badly cut	By falling truck.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF DECEMBER, 1906.

Trade or industry.	Locality.	Date.	Killed.	Injured.	Nature of injury.	Remarks.
Miller	Belleville, Ont.	" 14	1			Caught in belting.
Railway service—						
Brakeman	Alexander, Man.	" 2	1			Run over by engine.
"	St. Thomas, Ont.	" 4	1			Run over by train.
"	White Mouth, Man.	" 8		1	Badly scalded	Explosion of engine.
"	Montreal, Que.	" 17		1	Head cut	Struck by engine.
"	Drummondville, Que.	" 18		1	Internal injuries	In head on collision.
"	St. Hyacinthe, Que.	" 24		1	Back badly gashed	Struck by engine.
"	Windsor, Ont.	" 12		1	Hand badly crushed	Caught between cars.
"	Windsor, Ont.	" 26	1			" "
"	Walkerville, Ont.	" 26	1			" "
"	Toronto, Ont.	" 14		1	Three ribs broken	Fell from moving train.
Conductor	Carleton, N.B.	" 11		1	Hand crushed	Caught between two cars.
"	Drummondville, Que.	" 18		1	Leg broken	In head on collision.
"	Coutlee, B.C.	" 3		1	Arm amputated	Run over by train.
"	Smith's Falls, Ont.	" 27	1			Run over by engine.
"	Welsford, N.B.	" 8		1	Hand badly crushed	Caught between cars.
Sectionman	Amherst, N.S.	" 4	1			Struck by train.
"	Montreal, Que.	" 13		1	Internal injuries	Caught between two cars.
"	"	" 17		1	Loss of leg	By fall from engine.
"	Bridgeburg, Ont.	" 19	1			Run over by train.
"	Waterford, Ont.	" 24		1	Skull fractured	Struck by a train.
"	Wanstead, Ont.	" 6	1			Struck by train.
"	Toronto, Ont.	" 18		1	Leg amputated	Run over by train.
Engineer	Moncton, N.B.	" 4		1	Body badly bruised	Derailment of train.
"	Drummondville, Que.	" 18		1	Internal injuries	In head on collision.
"	Toronto, Ont.	" 22	1			Head struck by semaphore arm.
"	Omemee, Ont.	" 10		1	Internal injuries	Derailment of engine.
"	Caplan, Que.	" 15				In head on collision.
"	Toronto, Ont.	" 19		1	Concussion of brain	Fell from engine in collision.
"	"	" 17		1	Leg broken	Struck by r volving crane.
Round house employee	Winnipeg, Man.	" 19	1			Struck by an engine.
"	Toronto, Ont.	" 24		1	Arm badly injured	Fell from water tank.
Fireman	Moncton, N.B.	" 4		1	Body badly bruised	Derailment of team.
"	White Mouth. Man.	" 8	1			By explosion of engine.
"	Omemee Jct., Ont.	" 9		1	Internal injuries	Derailment of engine.
"	Brantford, Ont.	" 22	1			In rear end collision.
"	"	" 22		1	Loss of both legs	" "
"	Campbellton, N.B.			1	Body badly crushed	Caught between cars.

Ry. construction hand	Parry Sound, Ont.	"	11	1				By explosion of dynamite.
" "	Campbellton, N.B.	"	12	1				" "
" "	St. Jerome, Que.	"	15	1				" "
" "	Kingston, Ont.	"	17		1	Face badly cut		Accidentally struck by shovel.
Watchman	Halifax, N.S.	"	14	1				Struck by a train
"	Kowoka, Ont.	"	20	1				Run over by train.
Yard foreman	Niagara Falls, Ont.	"	11		1	Body bruised		Fell off engine.
Freight handler	Three Rivers, Que.	"	26		1	Hand badly crushed		Barrel of merchandise fell on it.
Navigation—								
Fireman	Halifax, N.S.	"	5	1				Caught in machinery.
Engineer on tug	New Westminster, B.C.	"	9	1				Heart failure, caused by heat in boiler room.
Sailor	Off Halifax, N.S.	"	3	1				Drowned, washed overboard.
Crew of "Golspie"	Michipicoten, Ont.	"	10		5	Badly frozen		After wreck of vessel.
Sailor	Off Nova Scotia Coast	"	14	1				Swept overboard in storm.
Watchman "Monarch"	Off Isle Royale, Lake Superior	"	6	1				
" (Manistique)	On Lake Superior	"	17	1				Drowned, swept overboard.
Longshoreman	St. John, N.B.	"	18		1	Skull fractured		Fell into hold of vessel.
"	Montreal, Que.	"	18		1	Concussion of brain		Fell from elevator on wharf.
"	St. John, N.B.	"	22	1				Fell into hold of vessel.
"	"	"	10		1	Body badly crushed		Heavy case fell on him.
"	"	"	12		1	Seriously injured		Struck on head by a boom.
"	"	"	17		1	Leg broken		Struck by package of tin.
"	"	"	17		1	Collar bone broken		Truck of crockery fell on him.
Pile driver	Grand Forks, B.C.	"	17		1	Hand amputated		By hammer of pile driver.
General transport—								
Street Railway employees	Montreal, Que.	Dec.	6		1	Internal injuries		By collision with another street car.
"	Deschenes, Que.	"	11		1	Loss of both legs		In collision between two cars.
" "	Montreal, Que.	"	25		1	Hand badly burned		By fuse of motor burning out.
" "	London, Ont.	"	21		1	Spine injured		Fell into ash pit in shed.
Teamster	St. Thomas, Ont.	"	18		1	Four ribs broken		In a runaway.
"	Montreal, Que.	"	15		1	Internal injuries		"
"	Guelph, Ont.	"	16		1	Leg broken		"
"	Coaticook, Que.	"	8		1	Body badly bruised		Fell from vehicle.
"	Montreal, Que.	"	12		1	Concussion of brain		"
"	Quebec, Que.	"	3		1	Arm broken		"
"	"	"	21		1	Leg broken		Kicked by a horse.
"	London, Ont.	"	11	1				His vehicle struck by engine.
Express man	Toronto, Ont.	"	8		1	Internal injuries		Struck by engine.
Ship Labourer	St. John, N.B.	"	11		1	Leg broken		By falling material.
"	"	"	10		1	Body badly crushed		Box of merchandise fell on him.
Civic employees—								
Fireman	Montreal, Que.	"	4		1	Severely injured		At a fire.
Civic labourer	Hamilton, Ont.	"	15		1	Face and hands burned		Explosion of gas in manhole.
Detective	Sudbury, Ont.	"	18	1				Run over by train.
Civic water works employee	Bordeaux, Que.	"	17	1				Asphyxiated by gas from a gasolene engine.
Policeman	Montreal, Que.	"	17		1	Concussion of brain		Assaulted while making an arrest.
"	Moncton, N.B.	"	24		1	Hand bitten, pyæmia feared		While arresting a prisoner.

TABLE OF INDUSTRIAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1906.

Trade or industry.	Locality.	Date.	Killed.	Injured.	Nature of injury.	Remarks.
Hotel porter	Essex, Ont.	Dec. 4	1			Struck by engine.
"	St. Catharines, Ont.	" 10	1			Asphyxiated by charcoal fumes.
Domestic (female)	London, Ont.	" 10	1			Overcome by gas.
Laundry workers	Edmonton, Alta	" 3		2	Badly burned	By explosion of a gasolene tank.
Clerk	Toronto, Ont.	" 7		1	Leg broken	Elevator fell.
"	Pierrville, Que.	" 19		1	Leg and arm bady injured	Fell from step ladder.
Tile pipe maker	Hamilton, Ont.	" 24		1	Broke several ribs	Fell from scaffold.
Paper mill worker	Fairville, N.B.	"		1	Face badly scalded	By boiling water from digestor.
"	Windsor Mills, Que	" 6		1	Ribs broken	Caught in machinery.
"	Merritton, Ont.	" 6		1	Shoulder broken	Fell from a ladder.
"	Toronto, Ont.	" 7		1	Loss of one finger	In paper box cutter.
"	Mispec, N.B.	" 23		1	Shoulder dislocated	Caught in machinery.
Bailiff	Stratford, Ont.	" 5		1	Bad scalp wound	Kicked by horse.
Gas company employee	Toronto, Ont.	" 10		1	Two fingers amputated	By belting.
Glue factory hand	Brantford, Ont.	" 16		1	Overcome	By deadly fumes of benzine.
Mail contractor	London, Ont.	" 24		1	Head badly cut	Fell while unloading mail.
Caretaker	Woodstock, Ont.	" 21		1	Internal injuries	Furnace dome fell on him.
Unskilled labour—						
Labourer	Asbestos, Que.	" 13		1	Concussion of brain	Struck by train.
"	Sackville, N.B.	" 10	1			"
"	Shawenegan Falls, Que.	" 20	1			Cave in of earth in a tunnel.

ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN DECEMBER.

Farmer	Salisbury, N.B.	Nov. 28	1			Accidental discharge of gun.
"	Richibucto, N.B.	" 27		1	Leg badly gashed	Fell on axe.
Logger	Granite Point, B.C.	" 12	1			Tree fell on him.
"	Lindsay, Ont.	" 30		1	Part of hand amputated	By an axe.
Quarryman	Sherkston, Ont.	" 23		1	Leg crushed	By stone from blast.
Miner	Extension Colliery, B.C.	" 3		1	Scalp wound	Struck by coal car.
"	"	" 8		1	Leg broken	Fall of rock.
"	"	" 13		1	"	Slipped and fell on rail.
"	Phœnix, B.C.	" 7	1			Explosion of dynamite.
"	Moyie, B.C.	" 3		1	Two fingers crushed	Run over by car.
"	Phœnix, B.C.	" 4	1			Fell into quarry.
Carpenter	Peterborough, Ont.	" 30		1	Thumb amputated	By planer.
Painter	Victoria, B.C.	" 7		1	Collar bone fractured	Fell from scaffold.
Cotton mill worker	Stormont, Ont.	" 27		1	Hand badly mangled	In picker.

Dining car cook	Tranquille Siding, B.C.	Nov.	13	1			In head on collision.
Millwright	Peterborough, Ont.	"	27		1	Loss of hand	Caught in rollers of flour mill.
Baker's assistant	New Westminster, B.C.	"	22		1	Face scalded	Splashing of boiling lard.
Bridge tender	Grand Narrows, N.S.	"	30	1			Knocked off bridge and drowned.
Longshoreman	Victoria, B.C.	"	21		1	Leg broken	By falling material.
Domestic servant	Montreal, Que.	"	29				Barrel of wine rolled on him.
"		"		1			
Machinist	Peterborough, Ont.	"	28		1	Internal injuries	Fell down stairs.
Labourer	Peterborough, Ont.	"	28		1	Loss of one finger	Caught between heavy metals.
	Peterborough, Ont.	"	30		1	Foot badly crushed	Armature fell on it.

General transport.—There was 1 death and 14 other accidents in this group during December. In November there were 3 killed and 10 injured, and in December, 1905, 3 killed and 12 injured. A teamster's vehicle was struck by a. train at London, Ont., and he was killed. Four workmen were injured through falls, 3 through collisions, 3 in runaways, 2 through falling material, 1 through an electric shock, and 1 through being kicked by a horse.

Civic employees.—During December, a detective was killed at Sudbury, Ont., by being run over by a train, while on duty, and a waterworks employee at Bordeaux, Que., while tending a gasolene engine was asphyxiated by gas. Four civic employees were also more or less injured during the month. In November last the record was, 1 killed and 11 injured, and in December, 1905, 6 injured.

Miscellaneous.—In this group, 3 deaths and 15 other injuries occurred during December, compared with 8 deaths and 11 injured in the preceding month, and 5 deaths and 18 injured in December, 1905. Two of the deaths were due to asphyxiation by gas and 1 to being struck by an engine. Five of the minor injuries were due to falls, 4 to explosions, 4 to machinery, 1 to falling material and 1 to being kicked by a horse.

Unskilled labour.—Two workmen were killed and 1 injured during December, compared with 1 killed and 8 injured in November, and 5 killed and 11 injured during December, 1905. A labourer at Sackville, N. B., was struck by an engine and killed, and a labourer at Shawenegan Falls, Que., was crushed to death by a cave-in of earth and stone in a tunnel. A labourer at Asbestos, Que., was seriously injured by being struck by a train.

OPPORTUNITIES OF EMPLOYMENT.

In order that skilled workmen and labourers may be made aware of opportunities of employment and the demand for labour in different parts of the Dominion, the *Labour Gazette* publishes herewith a statement of such opportunities of employment as have been furnished to the Department of Labour by employers, contractors and others. While exercising care and discrimination in the statements which it publishes, it is to be understood that the parties who have supplied the information are alone responsible for the accuracy of it, and that beyond publishing the same for the mutual benefit of employers and employees the Department assumes no responsibility in connection with the publication. The Department will be pleased to receive for publication from persons desirous of obtaining skilled or unskilled labour in connection with any industries or trades of the country, a statement of the nature and extent of their demand. Similarly, the Department will be pleased to receive and publish on behalf of persons out of employment, statements from labour unions or bodies of skilled or unskilled workmen of the nature and extent of the supply of labour available.

Parties desirous of profiting by the information contained in this article are requested to communicate direct with the persons concerned for further particulars, exact terms, etc., the purpose of the Department in publishing the information being solely that of making better known the demand and supply of labour.

Mining.—Mr. Samuel S. Fowler, consulting engineer, of Nelson, B.C., in a communication recently addressed to the Department, stated that labour of all classes was scarce throughout the Kootenay district, there being frequent demands for good miners and timbermen as well as common mine labour classed as muckers, whose wages are $3.00 per day of 8 hours. It was further stated that good men, to the number of 100, of the classes above mentioned, jointly, could find almost immediate employment in the Kootenay district, especially since the settlement of the strike at Fernie, B.C.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during December, 1906.

DOMINION REPORTS.

Zinc Resources of British Columbia.

Report of the Commission appointed to investigate the zinc resources of British Columbia and the conditions affecting their exploitation. Mines Branch, Department of the Interior. Ottawa, 1906. Pages 418.

In August, 1905, a Royal Commission was appointed under the direction of the Department of the Interior, Canada, to investigate the zinc resources of British Columbia, and their commercial possibilities. The investigation was to cover the present developments of the mines and methods of milling, adaptibility of ore to new methods of concentration, conditions affecting marketing of the concentrate, and possibilities of special utilization of the zinc ore of high silver content. The work was commenced immediately, and was carried on during the remainder of 1905 and the early part of 1906. The results of the Commission are now published in a full report.

It is stated in the report that the zinc industry in British Columbia has only been recently carried on to any extent. The first shipments of ore were made in 1899, and amounted to about 1,600 tons. Since then, there has been a gradual increase until, in 1905, the shipments amounted to 8,561 tons.

The Commission commented favourably upon the quality of the ore, and stated that large quantities of zinc for commercial purposes could be produced in British Columbia. Imperfect knowledge of the classes of ore, and errors in mill designs had caused a great loss, in a number of cases, the mills being compelled to shut down. The cost of production and the productive quality of various mines, both in the United States and British Columbia are set forth. After giving the cost of smelting per ton, freight and other charges, it is shown that smelting in Canada is feasible commercially, especially since a part of the spelter produced can be marketed domestically, saving something in freight, and gaining in price. It is also possible, for a Canadian smelter to compete successfully with an American one so long as the United States assesses a duty of 20 per cent. ad valorem on blende. It is estimated that the Ainsworth and Slocan districts are capable, at the present time, of producing about 30,000 tons of blende, per annum, of an average zinc

content of 50 per cent., corresponding to a spelter production of nearly 12,000 tons, or approximately four times the present consumption of the Dominion. It is thought that a large portion of the zinc ore or spelter produced in British Columbia will be exported. The American tariff of 1.5 cents per pound prohibits the export of spelter to the United States; the best prospective market, therefore, for the Canadian article is Europe.

The mechanical concentration of zinc ores is treated very fully; and statistics of production, consumption and prices of the leading countries of the world are given. The report contains results of investigation of the mining camps, together with results of ore tests, methods of assaying, and a synopsis of the mining laws of British Columbia. Numerous plates illustrating the arguments presented, accompany the report.

Mineral Production of Canada.

Section of Mines Annual Report for 1904. Ottawa, King's Printer, 1906. Page 162. Price 10 cents.

The total value of the mineral production of Canada during 1904 amounted to $60,073,897, as compared with $61,740,513, in 1903. The principal decrease, amounting to over two and a third million dollars, was in gold production. There were also decreases in nickel, copper, asbestos and petroleum. Considerable increases, however, were shown in lead, coal, silver, pig iron, etc. The province of British Columbia contributed the greatest proportional output, amounting to 32.2 per cent. of the total value of production; the Northwestern provinces and Yukon territory contributed 21.2 per cent., and Ontario 20.9 per cent., while the percentages of the output of Nova Scotia, Quebec and New Brunswick were 18.7, 6.1 and 0.9, respectively.

The total export of minerals and mineral production of Canada during the calendar year, 1904, was valued at $32,790,140. Of this amount, the United States received $32,025,193, Great Britain, Newfoundland and Norway and Sweden being the next greatest consumers of Canadian minerals. The imports during the same period amounted to $79,512,967. The chief items were iron and steel machinery, hardware, etc., to the value of $30,502,168, coal to the value of $20,112,554, rolled iron and steel bars, plates, etc., to the value of $8,485,196, and tin and manufactures of that metal to the value of $2,389,557. It is shown in the report that the largest imports were among the manufactured article rather than the mineral in the crude state, so that the manufacturer, and not the miner, was more especially affected.

Trade and Navigation Returns.

Tables of the Trade and Navigation of the Dominion for the fiscal year ended June 30, 1906. Ottawa, King's Printer, 1906. Page 784. Price 50 cents.

According to the Trade Returns of the Department of Customs, the total custom duties for the fiscal year ended, June 30, 1906, amounted to $46,671,101, an increase of $4,646,761 compared with the previous year. The exports from Canada amounted to $256,586,630, an increase of $53,269,758 over 1905. The imports for the same period were valued at $294,286,015 as against $266,834,417 in the previous year, making a total increase in imports and exports of $80,721,356. Merchandise was exported to Great Britain to the value of $133,094,937, an increase of over $31,000,000 compared with 1905. The exports to the United States were $97,806,552, being $20,402,481 greater than the previous year. The export trade with France showed an increase of $608,793, and the exports to Germany were valued at $1,872,557 against $1,146,654, in 1905. There were increases in Canadian trade with Italy, Spain, West Indies and South America. There was a decline in exports to China and Japan, Portugal, Holland, Belgium, Newfoundland and Australia.

The imports from the United States during 1905–6 amounted to $180,726,111, an increase of nearly $18,000,000 compared with 1904–5. Those from Great Britain amounted to $69,317,150, being nearly $8,975,000 greater than the last fiscal year. The value of imports from Germany was $7,040,091, showing an increase of about $345,000.

The following table shows the number of sea going vessels which arrived at, or departed from Canada ports during the year:

NATIONALITIES.	TOTAL SEA-GOING VESSELS, INWARDS AND OUTWARDS.				
	Number of Vessels.	Tons Register.	Quantity of Freight.		Crew, Number.
			Tons Weight.	Tons Measurement.	
British	5,104	9,059,453	3,834,942	994,725	291,884
Canadian	12,201	2,304,942	868,810	460,455	141,330
Foreign	12,511	5,479,034	2,101,720	543,295	226,341
Total	29,816	16,843,429	6,805,472	1,998,475	659,555

The following statement gives the amount of navigation on inland waters between Canada and the United States, showing the description, number and tonnage of Canadian and United States vessels, exclusive of ferries, which arrived and departed during the year:

—	CANADIAN.			UNITED STATES.			TOTAL.		
	Number of vessels.	Tons registered	Number of Crew.	Number of vessels.	Tons registered	Number of Crew.	Number of vessels.	Tons registered	Number of Crew.
Arrived	10,535	4,803,146	221,646	12,111	4,549,507	130,950	22,646	9,352,653	352,596
Departed	9,503	4,133,827	174,988	13,022	4,402,263	133,293	22,525	8,536,090	308,281
Total	20,038	8,936,973	396,634	25,133	8,951,770	264,243	45,171	17,888,743	660,877

Inland Revenues.

Report, returns and statistics of the Inland Revenues of the Dominion of Canada for the fiscal year ended, June 30, 1906. Part I., excise, etc. Ottawa, King's Printer, 1906. Page 210. Price 15 cents.

The Inland Revenues of Canada for the fiscal year ended June 30, 1906, amounted to $14,435,642, an increase of $1,499,734 over the previous year. Of this amount, revenues from excise were $14,201,534; from weights and measures $125,753; from methylated spirits $65,530; from public works $4,623, and from electric light $35,100. Other revenues amounted to $3,102.

There was a revenue of $6,795,900 derived from spirits, an increase of about $845,000 compared with 1905. The

quantity of spirits produced during the year was 6,743,244 proof gallons, against 6,009,024 proof gallons produced in the previous fiscal year. There is a gradual increase shown in the report of the export of Canadian distillery products, 277,905 proof gallons being exported in 1905–6 compared with 211,525 in the year previous.

The revenue from tobacco amounted to $4,842,348, an increase of nearly $430,000, and from cigars $1,146,936. There were manufactured during the year 15,588,289 pounds of tobacco, snuff and cigars compared with 14,388,104 in 1904–5. The total tobacco taken for consumption amounted to 28,964,536 pounds. There were 190,941,283 cigars manufactured during the same period, an increase of nearly two million over the previous year. Of these, the number exported was 144,573.

UNITED STATES REPORTS.

Industrial Statistics of New Hampshire.

Sixth Biennial Report of the Bureau of Labour of the State of New Hampshire. Vol. VIII, 1905–1906. State Printers. Page 296.

The Sixth Biennial Report of the Bureau of Labour of New Hampshire contains statistics of manufactures according to industries, districts, capital invested and value of production. Unoccupied manufacturing plants and water power privileges, convict labour and manual training are briefly treated, followed by a synopsis of strikes during 1906. The state laws relating to labour are also summarized. A list of labour organizations in the state gives the names of the chief officers, number of members and, in many cases, the time and place of meeting. The second special report on the summer boarding business and resorts of New Hampshire, for the year 1905, forms an appendix.

Industrial Statistics of Pennsylvania.

Thirty-third annual Report of the Bureau of Industrial Statistics of Pennsylvania. Harrisburg, State Printers, 1906. Page 622.

The report of the Pennsylvania Bureau of Industrial Statistics contains a record of industrial statistics showing the classes of labour according to sex and nationality, rates of wages paid, average number of days worked and lost, and number affected by trade disputes. The statistics covering strikes and lockouts give the results, methods of settlement and duration of the disputes. In the manufacturing industries, the average value of production, capital invested and cost of labour, are shown with a ten year comparison of operations of certain plants still in existence.

OTHER REPORTS RECEIVED.

Canada.—Estimates for the fiscal year ending March 31, 1908.

The Cruise of the Neptune, 1903–1904. A Report on the Dominion Government expedition to Hudson Bay and the Arctic Islands on board the Dominion Government Steamer "Neptune".

Ontario.—Annual Report of the Farmers' Institute of the province of Ontario, 1906. Part II. Meetings and Statistics.

United States.—Nineteenth and Twentieth annual conventions of the International Association of Factory Inspectors, 1905–1906.

Great Britain.—Standard Times Rates of wages in the United Kingdom at October 1, 1906.

Returns of Railway accidents and casualties during the three months ending June 31, 1906.

Illustrations of methods of dust extraction in factories and workshops.

Germany.—Beitrage zur Arbeiterstatistik Nr. 3. Der Tarifvertrag im Deutschen Reich. Volumes 1, 2 and 3.

Italy.—Materiali per una legge sul riposo festivo.—Inchiesta sul lavaro fextivo in Italia e studi sulla Legislazione estera.

Spain.—Estadistica de las Huelgas, 1904–1905.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

QUEBEC CASES.

Abandonment of Employment without giving Stipulated Notice.

DURING November, 1906, a judgment of importance to employers and employees was rendered in the Recorder's Court at Montreal. The plaintiff entered the employment of the defendant under a written contract whereby she was bound to give 15 days notice of her intention to leave such employment, under the penalty of forfeiting fifteen days wages in default of such notice. About the beginning of October plaintiff quitted her employment without giving notice. Some time afterwards she brought action against the defendant to recover the wages due her, which defendant had refused to pay, relying on the want of notice as called for by the agreement of hiring. The acting Recorder dismissed the action, holding that plaintiff having chosen to disregard the terms of her contract, had no one to blame but herself for the loss of her wages.

(Bombardier v. Merchants Cotton Co.; 7th November, 1906; Sicotte, J.)

Damage Action Settled out of Court.

An action brought by the father of a boy, to recover damages to the amount of $2,000.00 for injuries sustained by the latter, was settled out of Court during November for the sum of $1,100.00.

The injury for which plaintiff claimed damages was the result of an accident which occurred at defendant's plant in January, 1906. The boy had his right arm caught in a hemp machine, and the injuries inflicted were so serious that the arm had afterwards to be amputated.

(Patenaude v. Consumers' Cordage Co.)

Defective Machinery.

In a case recently tried at St. Hyacinthe, in which damages were sought to be recovered by an employee against his employer, a judgment was rendered in favour of the latter. The plaintiff claimed damages by reason of the fact, that he had some fingers cut off while employed by defendants at his work in connection with a saw which he alleged was out of repair. The defect complained of was one which the workman himself had complete command over, and it was held that he alone was responsible for the damages resulting.

(Bonin v. Paquette; November, 1906; Demers, J.)

ONTARIO CASES.

Recovery at Common Law or under Workmen's Compensation Act.

In a case noted in the May number of the Labour Gazette,* a second trial of the action was held with the result that the jury found a verdict in favour of plaintiff for $9,000.00, if plaintiff should be held entitled to recover at Common Law, or in the alternative for $3,240.00, in case plaintiff should be limited to the amount prescribed by Section 7 of the Workmen's Compensation for Injuries Act. This Section provides as follows:—

"The amount of compensation recoverable under this Act shall not exceed either such sum as may be found to be equivalent to the estimated earnings, during the 3 years preceding the injury, of a person in the same grade employed during those years in the like employment within this province, or the sum of fifteen hundred dollars, whichever is larger."

The trial judge entered judgment for $9,000.00, but on appeal by defendants to the Court of Appeal, that Court held that under the circumstances of the case there could be no recovery at Common Law, and that plaintiff must be confined to the amount recoverable under the Act, and accordingly gave judgment in plaintiff's favour for the sum of $3,240 the alternative amount found by the jury.

(Schwoob v. Michigan Central R. R. Co.; 30th November, 1906; Court of Appeal.)

Damages for Engineer's Widow and Family.

At the St. Thomas 'Assizes held in the month of October, a jury rendered a

* See page 1287.

verdict for $10,000.00 damages in favour of plaintiffs, the widow and children of John A. McKay, a C. P. R. engine driver, who was killed about a mile east of St. Thomas by a collision between his train and a Wabash train.

The jury found that the death of McKay was caused by the negligence of the engineer of the Wabash train in not stopping at the semaphore before making the crossing.

(McKay v. Wabash Railway Co.; 25th October, 1906; MacMahon, J.)

At the same Assizes in action brought by the widow and children of one Wiley against the Wabash Railway for damages for his death caused by the same accident as was in question in the McKay case, a settlement was arrived at, the amount of damages agreed upon being $3,200.00 and costs.

(Wiley v. Wabash Railway Co.; 25th October, 1906; MacMahon, J.)

Mechanic's Lien Act Does Not Apply to Dominion Railways.

In an action to enforce a lien registered under the Ontario Mechanic's Lien Act against a Railway Company, and upon the percentage retained by the Railway Company from the contractors, a Divisional Court has held, reversing the judgment at the trial, that the Ontario Mechanic's Lien Act does not apply to a Railway incorporated by the Parliament of the Dominion of Canada. Plaintiff was a workman and supplied materials for Messrs. Tilden and Company, who were sub-contractors under Messrs. M. A. Piggott and Company, who had a contract with the Guelph and Goderich Railway Company for the construction of a portion of the line. Not being able to get his pay from Tilden and Company, plaintiff registered a lien as above stated. As the Railway Company was not in default in paying anything that was due by it, it resisted this attempt to charge its works in excess of their obligation to pay, and Messrs. Piggott and Company, also defended on the ground that any moneys in their hands owing to Tilden and Company, they were entitled to retain to indemnify them against non-completion of the contract undertaken by Tilden and Company. This decision follows prior decisions to the same effect, the Court holding that the new Railway Act has made no difference in the law in this respect.

(Crawford v. Tilden, *et al*; 5th November, 1906; Divisional Court.)

Consent Judgment in Damage Suits.

In three actions brought to recover damages for injuries which were consolidated for trial and heard at Toronto in October, consent judgments were entered after the taking of evidence the plaintiffs agreeing to abandon their claims to recover at Common Law and defendants consenting to judgment under the Workmen's Compensation Act.

Three men, Mahoney, McKenzie and Symons, were employed on the construction of a bridge on the Guelph and Goderich Railway over the Grand River, which was being erected by defendants, when a derrick used for laying girders capsized and upset the ballast car which was loaded with rails. The rails fell on Mahoney and McKenzie, who were working underneath the bridge, and they were killed instantly. Symons had his left arm so badly injured that he had to have it amputated. In the Mahoney case judgment was for $3,900.00, in the McKenzie case for $1,800.00, and in the Symons case for $1,500.00.

(Mahoney, McKenzie & Symons v. Canada Foundry Co.; 30th October, 1906; Magee, J.)

Damage Suit Settled.

In a case brought by a widow to recover damages for the death of her husband who was killed while engaged under defendants on the construction work of the Guelph and Goderich Railway, owing as was alleged to the negligence of defendants, a settlement was arrived at out of Court, by which plaintiff received $250.00.

(Neil v. Piggott; 26th October, 1906.)

Claim Founded on want of Guard to Machine Denied by Jury.

In an action brought by plaintiff, at the Berlin Assizes held in October, to recover damages for the loss of four

fingers while working at an unguarded rip saw, the jury brought in a verdict for defendants on the ground that a guard for the saw was unnecessary.

(Doolittle v. Berlin Furniture Co.; 26th October, 1906.)

Sunday Labour.

During November, a Police Magistrate rendered judgment in a test case, which had been pending for some time, and in which the question of the liability of an employee of a corporation to punishment for working on Sunday was the point to be decided. The defendant was working for a corporation in the Bothwell Oil Fields, and committed a breach of the Lord's Day Act by pursuing his calling on Sunday. In his defence it was urged that the work was one of necessity, and thus exempted from the operation of the Act. The Magistrate, however, held that it was not necessary for defendant to work on Sunday, but upon the law as laid down in the decided cases he held that inasmuch as defendant was working for an incorporated company no conviction could be made, the Act not covering such a case.

(Rex v. Malampy; 20th November, 1906; Houston, P. M.)

Four employees of the Welland Electrical Company were recently fined $2.00 and costs each at Welland for erecting a guide pole and lighting wires on the Company's line into the Plymouth Cordage Company's works on a Sunday. The defence contended that the work was one of necessity, as the line had to be connected before Monday morning at 7 o'clock, when the Company received their high voltage current from the Cataract Power Company. The Police Magistrate, however, did not regard it as a work of necessity and consequently imposed a fine.

(Anon; 3rd November, 1906; Burger, P. M.)

Damages to Widow and Children.

In an action brought by the widow and children of one William Jones to recover damages for his death while in the employment of defendants, a settlement of the action out of Court for $2,400.00, and costs was approved by the Court on behalf of the infant children of deceased. One-third of the amount went to the widow, the balance being distributed among the children. The facts of the case were that on March 27, 1906, Jones was instructed to take a snow-plough from Cartier to Chapleau, and to return on a freight train. He did as he was ordered, and while on the freight train was killed by another freight train running into the van of the train in which he was riding, while it was stopping at a way station.

(Jones v. C. P. R.; 7th November, 1906; Falconbridge, C. J.)

Damages for a Broken Leg.

At the Hamilton Assizes held in October last, John Everett recovered a verdict for $650.00 against Crawford Bros., for damages for injuries sustained by him while working for defendants. Plaintiff was employed at defendant's brickyard, and while working in a sand pit the earth caved in on him, breaking his leg. Negligence on defendant's part was alleged.

(Everett v. Crawford; 11th October, 1906.)

Restraint of Trade.

Plaintiff brought an action for an injunction and damages in respect of a breach of covenant not to carry on business similar to that carried on by plaintiff after defendant's employment by plaintiff as a salesman should terminate. Defendant counterclaimed for damages for breach of the contract by plaintiff. On or about September 5, 1905, plaintiff, a tea merchant in Hamilton, then owning two delivery wagons for delivering tea, employed defendant as a driver and to sell and deliver tea on one of the routes. On October 2, defendant entered into a written agreement to act as salesman and delivery clerk for plaintiff for twelve months, with wages and a commission, and covenanted not to enter into the employ of any person engaged in the sale of tea in Ontario for twelve months from the expiration of the agreement, nor enter into partnership with any person engaged in the tea business, nor commence the business of selling tea on his own account, etc.

Early in August, 1906, plaintiff's business was turned into an incorported company, and defendant was asked by

plaintiff to sign an agreement to enter into the service of the Company at the same wages, but a reduced commission. Defendant refused to sign, and was told by plaintiff that he had instructions from the President not to let a driver go out unless he signed the contract. Defendant accepted this as a dismissal, and procured employment in connection with a similar business in Hamilton, afterwards purchasing a small tea business for himself. The Court held that the restrictive clauses in the agreement entered into by defendant and plaintiff were not necessary for the protection of plaintiff's interests, and were oppressive and void. The action was accordingly dismissed with costs and defendant was awarded $200.00 damages on his counterclaim.

(Harvison v. Cornell; 30th November, 1906; MacMahon, J.)

Damages for Loss of Fingers.

In the case noted in the November number of the Labour Gazette,† a Divisional Court has upheld the verdict and judgment at the trial. Plaintiff was a machinist in the employ of defendants, and in the course of his employment while working at a machine, he had two fingers so badly crushed as to necessitate amputation. Plaintiff charged that the machine was defective to the knowledge of defendants, and a jury so found.

(Steinberg v. McClary; 30th November, 1906; Divisional Court.)

Conviction under Alien Labour Act at Belleville.

After somewhat protracted proceedings, in the course of which it was found necessary to abandon former proceedings owing to a technical objection raised by defendants, the Corby Distillery Company was fined during December the sum of $50.00 and costs on each of eight charges of breach of the Alien Labour Act founded on the allegation that workmen had been imported from the United States to perform work under contract, and contrary to the provisions of the Act. The prosecution was at the instigation of the Canadian Coppersmith's Union, and it was alleged in support thereof that the Company had imported several coppersmiths to perform work and services for them contrary to the Act. The defence set up by the defendants was that the contract in question, which involved the presence of the alien workmen, was let to the Ansonia Copper Company, and that the latter alone were responsible for any infraction of the Act. The Police Magistrate after reserving judgment and considering the evidence came to the conclusion that the Corby Company was responsible in the premises, and inflicted fines as above stated.

(Rex v. Corby Distillery Co.; 22nd December, 1906; Flint, P. M.)

Fatal Accidents Applicable where Deceased and Beneficiaries are Aliens.

In the cases noted in the March number of the *Labour Gazette*, * as the result of new trials held pursuant to the order of a Divisional Court, a jury awarded damages in one case to the amount of $200.00, and in another to the amount of $100.00. Thereupon the defendants moved to dismiss the actions, because the men killed were aliens, and the persons for whose benefit the actions were brought were aliens resident abroad. The men who were killed, Muszkulki and Gabor, were, at the time of the accident, citizens of Hungary, but resident in the County of Welland, and were employed by defendants to work in a wheel-pit on the Ontario side of the Niagara river. When being lowered by a bucket into the pit, a chain which supported one side of it became unhooked, whereby they were thrown from the bucket and instantly killed. At the time of the accident Muszkulki was a married man with one child, his wife and child being aliens resident in Hungary, and Gabor was an unmarried man, who left a mother, also an alien, resident in Hungary. The actions were brought by the administrator of the two deceased men for the benefit, in the one case of the widow and child, and in the other of the mother. The Court, after an examination of the authorities, held that the provisions of

† See page 578.

*Page 1060.

the Act enured to the benefit of an alien equally with a person subject to the legislative control of the Province of Ontario.

(Gyorgy v. Dawson; 7th December, 1906; Mulock C. J.)

Liability of Master for Negligence of Servant.

Defendant was an hotel-keeper at the town of Wingham, and obtained possession of a pair of horses and an omnibus for the transportation of passengers and luggage between his hotel and the railway station. He subsequently entered into a contract with a man named Mullen, whereby the latter was given the use of the omnibus and horses, and was entitled to keep for his own use all earnings from the omnibus, in consideration of his paying to defendant 70 or 75 cents a day for the feed of the horses and use of the omnibus, and carrying by the omnibus free of charge, between his hotel and the railway station, all persons patronizing defendant's hotel. One night Mullen was driving the omnibus to the station, when he collided with a carriage containing plaintiff, whereby she was injured, and this action was brought to recover damages from defendant because of the injury, on the ground that Mullen was defendant's servant. At the trial, judgment went in favour of plaintiff, but on an appeal to a Divisional Court this judgment was reversed and the action dismissed, the Court holding that under the arrangement made between defendant and Mullen, the latter was not the servant of defendant, but that the true relationship between them was that of bailor and bailee.

(Fleuty v. Orr; 7th December, 1906; Divisional Court.)

BRITISH CASE.

Restraint of Trade.

The defendant in 1905 entered into an agreement with the chairman of a flour milling company to serve the company (termed the Principal Company) or one of five subsidiary companies of which the chairman of the Principal Company was a Director, at a yearly salary, the service being determinable by a month's notice on either side; and the defendant agreed that he would not, within the United Kingdom, enter the service of any other flour miller, or directly or indirectly engage in selling or dealing in flour or other goods dealt in or manufactured by the principal and subsidiary companies within five years from the expiration of his engagement with either the principal or any of the subsidiary companies without the consent of the Principal Company. The defendant was employed by the Principal Company as their traveller, and later travelled for one of the subsidiary companies in the North of England, until his engagement was determined by a month's notice. He then entered the service of and travelled for a firm of millers in the Eastern Counties. The Principal and subsidiary companies brought an action for an injunction to restrain him from continuing in the service. It appeared that the plaintiff's business extended to every part of the United Kingdom. The Court held that as the agreement was reasonably necessary to protect the plaintiff's businesses it was not unreasonable as being too wide.

(Leetham v. Johnstone-White; 7th December, 1906; Neville, J.)

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MINISTER—HON. RODOLPHE LEMIEUX. EDITOR—W. L. MACKENZIE KING, DEPUTY MINISTER

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THE
LABOUR GAZETTE

FEBRUARY, 1907.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JANUARY, 1907.

I.—GENERAL SUMMARY.

UNUSUALLY cold and stormy weather, over a large portion of the Dominion, considerably hampered outside operations during January. Building was almost wholly suspended, and railway construction was confined for the most part to rock cutting and the gathering of material. There was, in consequence, a falling off in the demand for labour for immediate employment, compared with December. Compared with the corresponding period in previous years, however, conditions were favourable, and the outlook for general employment at the close of the month, in view of the large amount of work projected in connection with railway construction and settlement in western Canada during the coming season, was very favourable. Arrangements for the securing of an adequate supply of labour in this connection were already being made, and the effect on general industrial and trade conditions was widely felt. There was the usual reaction in retail trade from the activity of the holiday season, but the January turn-over of goods was above the average and collections were being well met. Railway earnings showed a decline on account of the increase in running expenses incurred through the unfavourable weather. The harvesting of the ice crop was begun under much more favourable conditions than last year. Manufacturing establishments of all classes continued busy, and the skilled indoor trades had a good month. Unskilled labour found considerable employment at snow removal, but was generally quiet.

Changes in Wages and Hours.

The following is a statement by industries and groups of trades of the more important changes in wages and hours reported to the Department of Labour during January:—

Mining.—A bonus of five per cent on the gross earnings of its employees during January was granted by the Western Fuel Company of Nanaimo, B.C. From February 1, the bonus is to amount to ten per cent, while present conditions in the coal trade continue. The Wellington Coal Company granted an advance of ten per cent from January 1. The increase amounts to about $1.50 per week in the case of drivers and labourers, $1.80 per week in the case of skilled artisans, and about $2.00 per week in the case of miners on contract work.

Building.—The arranging of schedules for 1907 was in progress at a number of localities. At Hamilton, Ont., bricklayers and masons (200), obtained a reduction in hours from 9 to 8 per day and an increase in wages from 45 to 47½ cents per hour, to take effect on April 1. Carpenters (300), in the same city obtained similar conditions with regard to hours and an increase in wages from 37½ to 40 cents per hour, to take effect

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

May 1. In both cases the Saturday half holiday will be observed.

Metal, engineering and shipbuilding.—Machinists (44) at Victoria, B.C., received an increase of 25 cents per day dating from December 1. At New Westminster the same class was advanced from 36c. to 40c. per hour.

Printing.—Employees of the Government printing establishment at Victoria, B.C., received an increase in wages from January 1.

Civic Employees.—At St. John, N.B., a number of employees of the municipality had their salaries increased.‡

Cost of Living.

Prices of staple commodities showed little change compared with December. Grain markets were without pronounced activity. The car shortage caused diminished receipts at Fort William and Port Arthur, Ont., and stocks of western grain on eastern boards were low. This had the effect of strengthening prices for wheat and oats. Wool for several months past has been high in price. Copper was reported scarce and was increasing in price, while lumber showed further advances in Manitoba. Fuel prices were advanced in some localities in the North-west Provinces, as a result of the serious scarcity which existed. An advance in the price of soap was announced owing to the increased cost of raw material. Real estate values and rentals continued firm to upward.

Interruptions to Industry.

The number of trade disputes in existence during January, 1907, was the same as during December and during January, 1906. There was an increase of 4,366 working days lost compared with December and an increase of 9,590 working days lost compared with January, 1906.

Among industrial establishments, etc., destroyed or damaged by fire or through other causes during January, 1907, the following, as reported in the press of the Dominion, may be mentioned:—

Nova Scotia.—Business block and stock, loss $50,000; machine shop and dry dock, Halifax; railway station at Parrsboro.

New Brunswick.—Bank building and store at Moncton, loss, $20,000; Central Hotel at Pugwash; ship chandler store, stock, and warehouse at St. John, loss, $10,000; carriage factory at St. John, loss $4,500; tug "Sea King" at St. John.

Quebec.—Club House Hotel at Buckingham, loss, $12,000; saw-mill at Coaticooke, loss, $7,000; Normal School at Côte des Neiges, loss, $15,000; Academy Chapel at Louiseville, loss, $1,000; business block on St. Antoine and St. David streets, Montreal loss $450,000; Mining School Library of McGill University at Montreal; rendering House at Abattoir, Montreal, loss, $20,000; undertaking establishment at Montreal, loss, $7,000; grocery store and stock at Montreal, loss, $25,000; laundry at Montreal; stores at Montreal, loss $5,000; stable and four horses, Montreal; warehouse at Montreal, loss, $2,000; Canada Glass Company's works at Montreal, loss, $25,000; hotel and houses at St. Eustache, loss, $8,000; church at St. Leonard, loss $75,000; carpenter shop at St. Remi de Napierville, loss, $3,500; shoe warehouse and factory at St. Roch de Quebec, loss, $85,00, two hundred hands out of employment; store and stock at St. Vincent de Paul, loss, $30,000; Sorel Manufacturing Company's establishment, loss, $20,000, 60 workmen thrown out of employment; store at Lachine, loss, $4,000; boarding house at Quebec; saw mill at Turkey Hill, near Sutton.

Ontario.—Hotel Quinté at Belleville, loss, $100,000; Cuddahy's warehouse at Toronto, loss, $15,000; Irvine planing mill at Brampton; store at Cornwall, loss, $1,800; school house at Dundas, loss, $4,000; grocery store at Glencoe, loss, $1,500; Taylor-Forbes Factory at Guelph, loss, $5,000, one hundred men thrown out of employment; storehouse of cartage company, loss $3,000; wholesale crockery store at Hamilton, loss, $35,000; hardware store at Huntsville; Grand Trunk Railway freight train at Lynden; Treblecock Hall at London, loss, $3,500; Rideau rink at Ottawa, loss, $15,000; store at Ottawa, loss, $3,000; Crosby works at Point Edward, loss, $15,000; Wickham Factory at Port Arthur, loss, $10,000; sulphite mill at Pyrites; Wilson's planing mill at St. Catharines, loss, $20,000; box factory at Toronto, loss, $1,500, sixty hands thrown out of employment; ladies' neckwear factory at Toronto, loss, $20,000; Maple Leaf Hotel at Windermere; barns, etc., at Norwood and Addison.

Manitoba.—Elevator at Boissevain, loss, $25,000; C. P. R., round house at Napinka; furniture establishment and other stores at Qu'Apelle, loss $250,000; Russell Hotel at Strathclair; Hudson Bay stores and stock; and Pulford block and contents at Winnipeg, loss, $250,000.

Saskatchewan.—Stores and stock at Caron, loss, $20,000; planing mill at Manor, loss, $1,400; business block at Saskatoon, loss, $54,000.

Alberta.—Chisholm business block at Edmonton, loss, $30,000; Royal and Alberta Hotels at Stettler; Bisett's sash and door factory at Strathcona, loss, $12,000.

British Columbia.—Wharf and granary at Ladner, loss, $3,000; Hadden Company's shingle mill at Cloverdale, loss, $5,000; Oddfellow's Hall at Fernie, loss, $8,000; Filbert and Balmoral Hotels at Sandon, loss $10,500.

The continuance of extremely cold weather in several provinces caused considerable inconvenience and some loss to industry during January. The snowfall was unusually heavy in many sections, and the first and third weeks of the month heavy wind storms occurred.

‡See report of St. John correspondent.

The embarrassment occasioned thereby was most severely felt in the North west Provinces where interruptions to railway traffi occurred over a wide area, with resulting loss to the companies and to the general public The most serious embarrassment ensued in connection with the supplying of fuel, many towns throughout these p ovinces, especially in southern Saskatchewan and Manitoba, being almost without coal or wood, and obtain ng supplies only from day to day. In a number of localities, schools, public buildings and industrial establishments w re forced to close, and in some cases suffering in the homes was reported. The prevailing shortage of cars wa s held large y responsible for these conditions. As a result, also, of the depth of snow on the prai ies range cattle suffered severely, and some heavy losses took place among stock raisers in Alberta. Lumbermen in the North-west Provinces were also embarrassed by the depth of snow in the woods. In British Columbia, unusually cold weather prevailed and the snowfall caused interruption to railway traffic shipments from the metalliferrous mines and smelters being affected In Ontario and Quebec the weather was uniformly cold, causing delays on the railways and a general cessation of outside operations; in the former province a heavy wind storm on January 20 caused some damage to property. Traffic between Prince Edward Island and the mainland was interrupted. In the Maritime Pro v nces the snowfall was comparatively light.

Conditions in the Industries and Trades.

Conditions of employment during January in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Quietness prevailed owing to seasonal causes, the work of agriculturists being confined to caring for stock, cutting and hauling wood and marketing produce. Good snow roads were reported and high prices were obtained, hay, in particular, having shown a further advance. In the North-west Provinces heavy losse were incurred by cattlemen through the heavy snowfall and severe weather. On the who e the outlook for 1907 was favourable. A considerable shrinkage of cheese stocks in the leading markets was reported.

The development of fruit growing in the interior districts of British Columbia and on Vancouver Island has been rapid during the past few month a large number having taken up ands, and plantings being extens ve.

An official return with respect to the Ontario crop placed the yield of fall wheat at 18,841.774 bushe s, or an average of 23.9 bushels per acre, compared with a total yield of 17,933,961 bushels, or an average of 22.5 bushels per acre in 1905. The spring wheat crop totalled 3,267,000 bushels, compared with 3,582,628 bushels, in 1905. A numbe of other gra ns showed increases.*

The tobacco crop of Essex and Kent Counties, Ont., was est mated at 5,500,000 lbs. of which Essex produced 4,000,000 lbs. The average price paid was 7½ cents per lb. for good leaf.

The Provincial Board of Health of Quebec has issued a number of regulations regarding the maintenance of dairies and the care of milk, a penalty clause for infraction being attached.

The thirteenth annual meeting of the Eastern Ontario Dairymen's Association was held at Ottawa, January 9-11. The president, in his address, stated that there had been a falling off in the production of milk compared with 1905, owing to a shortage in pastu age, though 100,000 more cheeses were made this year than last, while butter showed a decline o about 180,000 packages. The organization of cow-testing associations was advocated. A resolution was passed thanking the Dominion Government for the operat on of cool cheese curing rooms from 1902 to 1906, it having been

(*) For an estimate of the western 1906 crop see report of Winnipeg correspondent.

determined to discontinue the same. John R. Dargavel was elected president and R. G. Murphy secretary. The Western Ontario Dairymen's Association held its annual convention at London, Ont. A number of papers were read and addresses delivered. A resolution was passed requesting governmental investigation into the cause of mould in butter.

The Directors of the Ontario Fruit Growers' Association held a meeting at Toronto, Ont., for the purpose of outlining methods of work to be followed during the coming season. The committee on co-operation advocated an increase in the number of societies, four of which were stated to have been organized during the preceding month.

The Board of Control of Fruit Experiment Stations in Ontario held its annual meeting at Toronto. A programme of experiments to be followed during 1907, at the 14 stations scattered throughout the province, was mapped out Experiments will be conducted in the northern portions of the province with a view to selecting a new station there.

Fishing.

Conditions in the Maritime Provinces were on the whole fair, though catches were light in some localities. Trade with the United States in frozen smelts, eels, etc., was exceptionally active, and prices ruled high. Receipt of fresh fish from the banks were light, but on the south shore of Nova Scotia the general outlook for the industry was considered very favourable. In Prince Edward Island the question of oyster culture was widely discussed and a movement for the propagation of oysters began. At Lunenburg, N.S., a memorial was drawn up by fish merchants and fishermen expressing opposition to the use of steam trawlers on the fishing grounds. It was stated that about 150 vessels of 60—100 tons register, are fitted out in the County of Lunenburg, employing an average of 2,700 men, and taking an average of 150,000 qtls. of dry fish.

A vote of $25,000 has been placed in the estimates of the Department of Marine and Fisheries, Canada, for the purpose of encouraging railway companies to establish the necessary cold storage for the transportation of fresh fish from the Maritime Provinces to Quebec and Ontario. It was expected that the service would go into effect during the summer of 1907

A feature of the present winter season in the North-west Provinces has been the activity of fishing operations in the Northern lakes. Large quantities of white fish were shipped during January, and the industry gave employment to several hundreds of men and teams, as well as those engaged in the taking of the fish.

In British Columbia, the chief activity of the month was in connection with herring fishing, the catch of which was expected to be considerably larger than that of 1905 owing to the adoption of improved methods of packing, and the consequently increased demand for the product. The sealing fleet of Victoria, B.C., was outfitting for the coming season, upwards of 30 schooners being engaged.

Lumbering.

Weather conditions were favourable and work in the woods was very active throughout Ontario and Quebec. It was officially estimated that the lumber cut during the present season for the Province of Ontario would be as follows: Pine, 1,000,000,000 feet; hemlock, 70,000,000 feet; spruce, 1,500,000 feet; square timber, 1,250,000 cubic feet; railway ties, 4,500,000 and pulp wood, 100,000 feet. These figures show an increase compared with the season of 1905-06, especially in the estimate for railway ties which is exceptionally high in view of the extensive railway construction in progress. In Southern Quebec also the cut is expected to be larger than last year, though operations on the St. Maurice were hampered on some of the limits by the heavy snowfall. In Nova Scotia the opposite conditions prevailed, and lack of snow caused embarrassment to lumbermen in several sections of the province Some scarcity of labour was also reported. In New

Brunswick good progress was made (†). and in some sections the men were already returning. It is expected that the cut will be somewhat smaller on the Restigouche than last year, namely, about 52,000,000 feet. The total cut of the upper St. John River will be about 55,000,000 feet. The cut on the Miramichi River will be about the same as last year, or about 100,000,000 feet.

The unusually heavy snowfall in the North-west provinces interfered seriously with timber cutting, preventing the cutting of trees close to the ground and the moving of logs. In anticipation of the reduction in output that is expected prices were advanced in the opening week of the month. The cold weather interfered with the getting out of logs in British Columbia, and in view of the prevailing scarcity a number of the mills reduced their output. Trade conditions, however, were very buoyant and in general the output of lumber of all kinds was as heavy as the supply of logs and labour permitted. A number of shingle mills were closed down during the season of small demand.

Mining.

Some of the Nova Scotia collieries were quiet from seasonal causes. Final returns for 1906 show a large increase in output and the outlook for 1907 is very favourable.* Asbestos and mica mining in Quebec was as active as weather conditions permitted, the demand for these products being very heavy and market conditions favourable. In eastern Ontario conditions were quiet as a result of the severe weather. Notwithstanding the advance of the season, shipments of ore from Cobalt, Ont., during December exceeded in quantity those of November, amounting to 1,920,664 pounds, compared with 1,449,850 in November. It was stated that incorporation had been granted by the Province of Ontario to companies to operate in the vicinity of Cobalt, Ont., bearing an aggregate capitalization of $171,148,000. In Southwestern Ontario, reports from the oil regions were favourable. The flow of natural gas, however, was checked in a number of localities by the cold weather. Developments in the vicinity of Larder Lake, Ont., are expected on an active scale during the coming season. The coal mines in Alberta and elsewhere in the North-west Provinces were being worked to their utmost capacity in view of the prevailing shortage of fuel. In British Columbia also, coal miners had a very active month, both in the Crows' Nest Pass district and on Vancouver Island, market conditions for the product of the island mines being more favourable than in several years and the mines being worked to their utmost capacity in order to meet the demands. Metalliferous mines in this province also had an active month, though a partial blockade of the railways by snow delayed shipments.

Manufacturing.

Conditions during January showed little change compared with December. Manufacturing establishments in almost every branch and locality, with the exception of those which were temporarily closed down for stock-taking, or the repairing of machiniery, had a busy month and there was no diminution in the general expansion of the industry which constituted so marked a feature of the year 1906. The output of iron and steel was again normal since the settlement of the differences between the Dominion Iron and Steel Company, and the Dominion Coal Company. A blast furnace of the Nova Scotia Steel Company, which had closed down for two months for re-lining and general repairs, was relit on January 4. Establishments for the manufacture of building material were quiet in some localities from seasonal causes. On the other hand, garment working establishments were busy, and boot and shoe manufacturers had a good month on spring orders, which were reported in excess of last year, the demand being also for a better class of goods notwithstanding the advance in prices. Rubber factories were crowded with orders, and the demand for general goods in the North-west Provinces showed no falling off.

† See report of St. John, N. B., correspondent.
(*) See report of Sydney, N. S., correspondent.

TABLE SHOWING STATE OF EMPLOYMENT IN CANADA

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue in the several trades and industries throughout the Dominion. This table has reference only to the amount of treated under separate headings in the *Gazette*. In tabulating the information in question the terms employed able or unfavourable, as follows: (1) active, busy, very busy, (2) quiet, dull, very dull].

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney			Active	Busy	Busy	.....	Active
Halifax		Active	.....	.....	Active	.....	Quiet
Amherst	Active	Busy	Very busy	Active	Very busy	.....	Active
Prince Edward Island—							
Charlottetown	Quiet	Active	.....	.....	Active	.....	Quiet
New Brunswick—							
Moncton	Quiet	Busy	Active	.....	.....	Active	Quiet
Chatham	Dull	Quiet	Active	.....	Busy	Dull	Quiet
St. John	.....	Busy	Busy	.....	Busy	.....	Quiet
Quebec—							
Quebec	Active	.....	Very busy	.....	Active	Busy	Dull
Three Rivers	Active	Active	Busy	Dull	Active	Very busy	Dull
Sherbrooke	.....	.....	Busy	Busy	Busy	Quiet	Quiet
St. Hyacinthe	Quiet	.....	.....	.....	Very busy	.....	Dull
Montreal	.....	.....	.....	.....	Busy	.....	Busy
Hull	.....	.....	Busy	Busy	Busy	Busy	.....
Maisonnoeuv	.....	.....	.....	.....	.....	.....	Dull
Ontario—							
Ottawa	Busy	.....	Active	.....	Busy	.....	Active
Kingston	Quiet	Dull	.....	.....	Active	.....	Quiet
Belleville	.....	Active	Active	Active	Very busy	Dull	Active
Peterborough	Quiet	Dull	Busy	.....	Busy	Active	Active
Toronto	Active	.....	.....	.....	Active	Active	Active
Niagara Falls	Quiet	Dull	.....	.....	Busy	Quiet	Quiet
St. Catharines	Quiet	.....	.....	.....	Active	Quiet	Quiet
Hamilton	.....	.....	.....	.....	Busy	.....	Quiet
Brantford	.....	.....	.....	.....	Busy	Active	Quiet
Quelph	.....	.....	.....	.....	Active	.....	Dull
Berlin	Active	.....	.....	.....	Busy	.....	Quiet
Woodstock	Quiet	.....	.....	.....	Very busy	.....	Quiet
Stratford	Dull	.....	.....	.....	Active	.....	Quiet
London	Quiet	.....	.....	.....	Busy	Very busy	Quiet
St. Thomas	.....	.....	.....	.....	Active	.....	Dull
Chatham	.....	.....	.....	Busy	Active	.....	Quiet
Windsor	.....	.....	.....	.....	Very busy	.....	Active
Sault St. Marie	.....	.....	Very busy	.....	Busy	.....	Active
Port Arthur and Fort William	.....	.....	Busy	Busy	Busy	Very busy	Busy
Manitoba—							
Winnipeg	.....	.....	Very busy	.....	Busy	.....	Active
Brandon	.....	.....	Busy	.....	Busy	.....	Dull
Saskatchewan—							
Moose Jaw	Dull	.....	Quiet	.....	Dull	.....	Quiet
Alberta—							
Calgary	Busy	.....	Busy	Busy	Busy	Busy	Active
Edmonton	.....	Busy	Active	Very busy	Busy	Quiet	Quiet
British Columbia—							
Nelson	.....	.....	Very busy	Very busy	.....	.....	.....
New Westminster	Quiet	Dull	Very busy	.....	Busy	.....	Dull
Vancouver	.....	.....	Very busy	.....	Active	.....	Dull
Victoria	.....	.....	Busy	Busy	Very busy	.....	Quiet
Nanaimo	Quiet	Busy	Very busy	Very busy	.....	Quiet	Quite

DURING THE MONTH OF JANUARY, 1907.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, SERIES G., No. 37.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment employment prevailing, no account being taken of wages changes, trade disputes and kindred phenomena are divided into two groups, the order indicating in each the degree to which general conditions were favour-

Metal, Engineering-Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	Active	Active
Active	.....	Busy	Active	Active	.....	Busy	.....	Busy
Very busy	Very busy	Very busy	Quiet	.....	Active	Busy	.....	Very busy
Active	Active	Busy	Active	Active	Active	Active	Active	Dull
Busy	Active	Active	Active	Quiet	Dull	Active	Active	Quiet
Active	Active	.....	.....	.....	.....	.....	.....	Quiet
Active	Active	Busy	Active	Active	.....	Busy	Busy	Active
Active	Active	Busy	Guiet	Busy	Quiet	Busy	Active	Dull
Active	Active	Active	Active	Busy	Active	Busy	Active	Active
Busy	Busy	Active	Busy	Busy	.....	Busy	Active	Active
Busy	Busy	Active	Active	Active	Active	Very busy	Active	Dull
Busy	Busy	Busy	Active	Active	.....	Active	Busy	Active
.....	Active	.....	.....	Busy	.....	.....	.....	Active
Busy	Busy	Very busy	Active	Active	Quiet	.....	Active	Dull
Active	Busy	Very busy	active	.....	Active	Busy	.....	Quiet
Active	Busy	Busy	Quiet	Active	Active	Active	Active	Active
Active	Active	Busy	Busy	Active	Busy	Busy	Busy	Active
Busy	Active	Very busy	Busy	Busy	Active	Very busy	Busy	Active
Busy	Busy	Active	Active	Busy	Active	Busy	Quiet	Dull
Active	.....	Busy	.....	Active	.....	Active	Active	.....
Active	Active	Busy	Active	Active	Active	Busy	.....	Quiet
Active	Active	Busy	Active	Active	Busy	Busy	.....	Dull
Very busy	Busy	Busy	Busy	Busy	Active	Active	Active	Dull
Active	Busy	Active	Active	Active	.....	.....	Quiet	Dull
Active	Active	Busy	Active	.....	Active	.....	Active	Quiet
Active	Very busy	Active	Quiet	Quiet	Active	Busy	Active	Dull
Busy	Active	Active	Busy	Busy	Active	Busy	Active	Dull
Busy	Busy	Busy	Quiet	Busy	Busy	Very busy	Busy	Dull
Busy	Busy	Active	Active	.....	Active	Very busy	.....	Dull
Active	.....	Busy	Busy	Busy	Busy	Active	Active	Dull
Busy	Active	Active	Quiet	Active	Active	Active	Active	Active
Active	.....	Active	.....	.....	.....	Quiet	....	Quiet
.....	.....	.....	.....	.....	.....	Very busy	.....	Busy
Busy	Active	Busy	Busy	Busy	Busy	Very busy	Quiet	Quiet
Active	Quiet	Active	Active	Active	Quiet	Very busy	Busy	Quiet
Active	Busy	Busy	Busy	Busy	Active	Very busy	Active	Very busy
Busy	Busy	Busy	Very busy	Busy	Busy	Very busy	Busy	Quiet
Active	Quiet	.....	.....	Active	.....	Busy	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	Active
Active	Active	Active	Active	Active	Active	Active	Active	Dull
Busy	Active	Busy	Active	Busy	Busy	Busy	Active	Quiet
Dull	Active	Busy	Busy	Busy	Active	Active	Active	Quiet
Active	.....	Active	.....	.....	.....	Quiet	.....	Quiet

It was announced that the Canada Screw Company and the Ontario Tack Company, established at Hamilton, Ont., in 1886 and 1887 respectively, would amalgamate and would largely increase their captal stock and plant. The Berlin Rubber Company, and the Merchants' Rubber Company of Berlin, Ont., representing a joint capital of $500,000 and employing about 600 hands, have been amalgamated with the Canadian Consolidated Rubber Company.

Railway Construction.

Railway construction during January was confined largely to rock cutting, the cold weather and heavy snowfall having caused a cessation of other operations in several sections of Manitoba, Saskatchewan and Alberta, though a large number of men were kept employed on the La Tuque branch of the National Transcontinental Railway and elsewhere. Bridge builders were also embarrassed in certain localities by a scarcity of stone. A considerable amount of material for use during 1907 was assembled, and other arrangements made for the coming season. The outlook was for the resumption of great activity in railway construction as soon as weather permitted. The securing of a sufficient supply of labour for the extensive operations projected, was widely discussed, and a number of arrangements made with this object in view. It was stated that between 15,000 and 20,000 men would be required for the construction operations of the Grand Trunk Pacific Railway Company west of Winnipeg alone. In Ontario and Quebec also the extent of railway under construction, it was estimated, would be greater in 1907 than in any previous year. Estimates as to the total number of labourers required varied between 40,000 and 50,000.

It was stated that the Canadian Pacific Railway Company had decided to add 350 miles to its system in western Canada alone, involving an expenditure of upwards of $6,000,000. The new mileage will include the completion of a trunk line affording an alternative route from Winnipeg to Edmonton, the completion of the Pheasant Valley branch, the completion of the double tracking between Winnipeg and Fort William, 300 miles of which are expected to be ready for the 1907 crop, and the building of a line from Moosejaw to the Saskatchewan River. The labour required for this work was already being arranged for. The double tracking of the Canadian Pacific Railway line between Montreal and Smith's Falls, it was stated, would be actively commenced in the spring.

Tenders were invited, up to February 14, 1907, by the Commissioners of the Transcontinental Railway for the construction of a number of sections of the Transcontinental Railway aggregating about 112 miles in the Province of New Brunswick, 195 in the Province of Quebec and 150 in the neighbourhood of Lake Abitibi, Ont.

It was stated that upwards of 50 new locomotives would be delivered to the Grand Trunk Company during January and February, 1907.

Orders for the construction of 100 new cars were given by the Toronto Railway Company during January.

Transport.

The cold weather and heavy snowfall hampered railway transportation, especially in the North-west Provinces. There was a widespread shortage of cars. As a result of these conditions the earnings of railway companies were somewhat less than in January, 1905, though the amount of general employment showed an increase.

The gross earnings of the Toronto Street Railway during 1906 were $3,055,997, an increase of $342,943 compared with the preceding year.

The gross earnings of the Ottawa Electric Railway Company during 1906 were $525,746.59, an increase of $76,112.62 compared with 1905.

The number of vessels entering Toronto harbour in 1906 was 3,406, an increase of 74 over 1905. There are 88 vessels wintering at this point.

The shipping returns of Vancouver, B.C., showed a considerable increase during 1906, compared with previous

years. In 1902 the sea-going vessels entering and clearing the port represented 1,081,560 tons register. During the three following years the average was 1,469,393 tons. In 1906 it was 1,716,112 tons. The greatest growth has been in the export lumber trade, 85,000,000 feet having been shipped in 1906.

The Trades.

Building.—Bricklayers, masons and other outside workers were dull as a result of the cold weather. Inside workers were well employed on unfinished buildings. Plumbers were busy. The outlook for the coming season is regarded as most favourable throughout Canada.

Metal, engineering and shipbuilding.—Nearly all branches had a very active month. Linemen, as a result of storms, were busy; a very active year is promised for this class in view of the extensive mileage of new telegraph and telephone lines projected, especially in western Canada.

Woodworking and furnishing.—Employees in woodworking establishments were active, though planing mills, sash and door factories, etc., were in their quiet season. Coopers were becoming active.

Printing and allied.—The month was a busy one throughout Canada. The opening of certain of the provincial legislatures stimulated employment.

Clothing.—Tailors were somewhat quiet, but garment and boot and shoe workers were active. Hat and cap makers, glove makers, etc., were busy.

Food and tobacco preparation.—Confectionery establishments were quiet after the largest Christmas trade on record. Conditions in the baking trade throughout Canada were favourable with prices firm and collections satisfactory. The outlook was regarded as very encouraging. Flour milling was somewhat quiet during December and January. Cigarmakers and tobacco workers had an active month.

Leather.—The hide market continued strong with supply and demand about equal. The demand for all kinds of leather was active. Owing to the scarcity of bark and other tanning material, the price of leather was upward in tendency. Tanners and curriers were active. Glove and mitt makers and other employees of leather-working establishments continued busy.

Textile.—Textile workers were very active, and were in demand in several localities.

Miscellaneous.—Barbers, retail clerks, stenographers, and other miscellaneous employees, were less active than in December, but had a good month compared with January, 1905.

Unskilled labour.—Snow removal afforded employment to a large number of this class, and though the month showed a falling off in employment compared with December, conditions were favourable as compared with the corresponding month in previous years. The demand for men in connection with the extensive railway construction operations projected for the coming season, was already felt, and the outlook was for a most favourable year.

Canadian Trade and Revenue.

Foreign Trade.—During December, 1906, the total value of imports entered for consumption was $19,860,125, compared with $21,791,951 in December, 1905. For the six months ending December, 31, 1906, total imports amounted to $168,452,301, compared with $138,327,499 during the corresponding period of 1905. Total domestic exports during December, 1906, amounted to $21,231,016, compared with $21,389,647 in December, 1905. For the six months ending December 31, 1906, the total exports were $136,443,095, compared with $133,180,729 during the corresponding period of 1905. Declines in exports during December took place under the heading of agriculture, animals and their produce and the fisheries. The chief increases in exports during the six months' period were under the heading of "The Forest," and "Animals and their Produce."

On January 30, assent was given by His Honour the Deputy of the Governor General to two acts relating to the foreign trade of Canada, namely, "An

act respecting a certain treaty between Canada and Japan," and "An act to amend the act respecting commercial treaties affecting Canada." Under the terms of the former of these, the sanction of the Parliament of Canada was given to a convention signed at Tokio on January 31, 1906, between the United Kingdom and Japan, respecting commercial relations between Canada and Japan, ratifications with regard to which were exchanged at Tokio on July 12, 1906. In the second act mentioned, the extension in 1895 to certain foreign powers of advantages granted to France by the treaty of 1893 is made to apply also to all countries which may hereafter become entitled by treaty with Great Britain to the same advantages.

Imperial trade.—According to reports of Canadian commercial agents received at the Department of Trade and Commerce, Canada, a good market for Canadian bacon and apples prevailed in Great Britain. There was also an active demand for Canadian cheese and canned fruits in South Africa.

Domestic trade.—County trade was affected by the cold weather, but the volume was satisfactory and the outlook very favourable. Wholesale trade was active with prices strong, especially in hardware and metal lines. The sorting trade was active. Collections were fair and money somewhat easier in December. The record of insolvencies was favourable. Stock taking, which was general, showed that the volume of business during 1906 was heavier than had been anticipated. Records of bank clearings continued to show large increases.

The annual statements of a number of Canadian chartered banks, published during January, showed exceptionally favourable trade conditions. The Traders' Bank of Canada during the seven months ended December 31, reported et earnings of $267,188.46; the sum of $539,730.00, was received as premiums on new stock, and the sum of $650,000.00 was transferred to rest. The Bank of Toronto showed a substantial gain in business, profits for the year being $1,028,240.00, out of which $583,945 were transferred to rest account, which is now 12½ per cent larger than the paid-up capital; the bank decided to increase its authorized capital to $10,000,000 over 20 new branches having been opened in 1906. The annual statement of the Bank of Nova Scotia showed net profits of 23.89 per cent. compared with profits of 21.60 per cent in 1905; the rest account is now $5,250,000, or 175 per cent of the paid-up capital. The Bank of New Brunswick reported a large increase in profits. The Royal Bank increased its capital during the year from $3,000,000 to $3,900,000 and its reserve fund to $4,390,000. The Dominion Bank transferred $400,000 to rest account, which is now $3,900,000, with a capital stock of $3,000,000. The Bank of Hamilton reported a large increase in circulation, deposits, capital and reserve fund; 22 new branches were opened during the year. The Banque d'Hochelaga will seek permission to double its capital, owing to increased business. The Metropolitan Bank reported an enlargement in business, while the Farmers' Bank recently opened a number of branches.

According to official statements, the list of Canadian chartered banks increased by three in 1906, namely, the Sterling, the United Empire and the Farmers'. Some of the principal items in the Bank Statements for 1906 and 1905 are as follows:—

	1906	1905	Increase in 1906
Capital.....	$95,509,015	$85,294,210	$10,204,805
Reserve fund .	69,258,007	59,898,400	9,359,607
Circulation ...	78,416,780	69,981,579	8,435,201
Deposits.....	655,099,846	556,291,300	98,808,546
Current loans..	585,158,701	489,238,320	95,920,381
Call and short loans.....	116,469,903	110,714,940	5,754,963
Total loans....	701,628,604	599,953,260	101,675,344

Nineteen banks increased their paid-up capital during the year, the aggregate increase being over $10,000,000, and 26 increased their reserve funds. The principal increases in banking during the past ten years are in round numbers as follows:—

Capital, paid-up	$ 34,750,000
Reserve fund	42,580,000
Note circulation	45,450,000
Public deposits	458,470,000
Current loans or discounts	338,160,000
Call loans	102,440,000
Total assets	624,500,000

Canadian revenue.---Canadian revenue during January amounted to $6,963,976.-84, compared with $6,377,651.08 in January, 1906. For the seven months ending January 31, 1907, the total revenue was $50,658,693.42, compared with $44,-254,818.43 during the corresponding period of 1905-06.

The total expenditure on capital account during January was $2,256,478.-42, of which the leading items were:---Public works, railways and canals, $1,-323,852,31; railway subsidies, $513,908.-00; bounties, $245,527.99 and militia, capital, $109,132.21.

Notes.

A meeting of the *Union of Alberta municipalities* was held.

The executive of the *American Engineering and Maintenance of Way Association* held a meeting at Montreal, Que.

At the annual meeting of the *New Brunswick Tourist Association*, the most successful year in the history of the association was reported.

The nineteenth annual meeting of the *Winnipeg Grain Exchange* was held on January 9. A resolution was passed requiring an immediate increase in the transportation facilities of the country, in the way of an enlargement of the Welland Canal and the construction of a canal from Georgian Bay to the Ottawa River.

A scarcity of *telegraph and telephone poles* was reported in western Canada. In view of the extensive construction of lines contemplated by the provincial governments of Manitoba and Alberta, and by private companies during 1907, some inconvenience is anticipated.

The preliminary hearing of the action, brought on behalf of the Grain Growers' Association against certain members of the Winnipeg Grain and Produce Exchange, on a charge of conspiracy in *restraint of trade* was terminated by the Police Magistrate of Winnipeg submitting the evidence to the crown.

The first meeting of the Legislative Board for Canada of the International Brotherhood of Firemen and Enginemen was held at Ottawa, Ont., during January. Certain legislation at present before Parliament was considered, and excutive officers elected.

By-laws authorizing the opening of negotiations with the Hydro-electric Commission for the obtaining of a supply of *cheap e ectric power* were submitted to the electors in a number of western Ontario municipalities during January, and were passed by the following municipalities: Berlin, Brantford, Galt, Guelph, Hamilton, Hespeler, Ingersoll, London, Ottawa, Preston, Paris, Stratford, St. Mary's, St. Thomas, Toronto, Toronto Junction, Woodstock, Weston, and Waterloo.

The *Municipal Telephone System* of Fort William, Ont., realized a profit of $3,300 during 1906, after providing for sinking fund, interest and depreciation in plant. The total receipts were $12,620, compared with $9,020 in 1905. The gross receipts of the electric light department were $34,000. There are 775 telephones, 7,000 incandescent lights and 100 arc lights in use. The price charged or telephones is $2.00 per month for busines telephones and $12.00 per year for residences.

At the request of the Board of Railway Commissioners for Canada, Mr. G. F. Shepley, K.C., was directed by the Hon. the Minister of Justice to conduct an investigation so as to enable the Board to determine what rates *telephone and express companies* should be allowed to charge, and to represent the public on applications to be made shortly to the Board by Telephone and Express Companies for approval of tariffs of tolls.

At the thirty-second annual meeting of the *Dominion Commercial Travellers' Association* held at Montreal, Que., a large increase in membership and funds was reported, the total revenue amounting to $67,597 with a total membership of 5,684, a gain of 499 compared with 1905. The sum of $33,850 was paid in

death claims. The sum of $275 was paid to the families of indigent members.

The annual report for 1906 of the *Guelph Co-operative Association, Ltd.*, showed assets invested in buildings of $3,246, and other assets of $3,723, a total of $6,969. The liabilities to shareholders amounted to $2,265.56. The Association, after paying 5 per cent to its shareholders, paid to the customers of its bakery a dividend of 10 per cent to shareholders, and 5 per cent to non-shareholders, on the amount of their purchases during the year. A new grocery department has recently been added. This Association was organized January 18, 1904, and has at present assets in buildings greater than its capital, apart from its business assets.

A commission was recently appointed by the Government of Nova Scotia to enquire into an alleged shortage in the supply of *stationary engineers* in the coal mining districts of the province. The commission held sittings at Halifax, N.S., in the opening week of January and met again on January 22 for the purpose of discussing the matter with representatives of employers and employees from the mining districts. The commission will submit a report and will recommend legislation to be enacted at the coming session of the Provincial Legislature.

A *profit-sharing arrangement* was recently adopted by the James Walker Hardware Company of Montreal, whereby five of the oldest employees of the Company were permitted to subscribe for a certain amount of the Company's stock at par, the net earnings thereon, less a percentage representing interest, to be applied in payment thereof. In addition, a definite amount was set aside for the benefit of certain other employees on a profit-sharing basis, 10 per cent of the net earnings of this fund, after deducting interest, to be allotted to the employees in question.

The fourth session of the eleventh *legislature of the Province of Manitoba* was opened on January 3. Reference was made in the speech from the Throne to the prevailing prosperity, to the adjustment of the financial relations between the province and the Dominion, to the proposed extension of the boundaries of the province, to the management of the provincial swamp lands, to the establishment of an agricultural college, to the increase in the population of the province, the growth in revenue and the recent vote taken on the principle of a public owned system of telephones. The Government, it was stated, had accepted the vote as a declaration of approval, and had taken steps to construct at least 1,000 miles of long distance lines during the coming summer.

The third session of the *eleventh legislature of the Province of Quebec* began January 15. In the Speech from the Throne reference was made to the adjustment of the federal subsidy, the extension of the boundaries of the province, the establishment of additional normal schools and of three technical or commercial schools, the improvement of the dairying industry and the rapid progress of colonization. The speech also contained the following paragraph:—

> The many and costly suits occasioned by accidents to workmen in industrial establishments have continued to occupy the attention of those who have at heart the maintenence in this country of happy relations between employers and employed. The importance of the interests involved on both sides makes reforms in this particular a difficult matter. With the desire of doing something that may be productive of tangible results, the Government will seek your opinion upon the advisability of entrusting to a commission the duty of consulting the interested parties and of studying measures calculated to meet the views, both of capital and labour

The second session of the first *Legislative Assembly of Alberta* was opened on January 24. His Honour, the Lieutenant Governor, in the Speech from the Throne referred to the unparalleled development in western Canada during the past year and the bountiful harvest of 1906. The readjustment of the provincial subsidies, and the increase in the representation of the province in the House of Commons, Canada, were also mentioned. Among legislation proposed were, a number of measures for the establishment of courts of justice; a measure to provide for a uniform law governing the railways within the province; and an amendment of the law governing assignments.

The Secretary of War for the United States rendered a decision during Jan-

uary relating to the issuing of permits to divert water for *Power* from Niagara Falls and to transmit electrical current developed on the Canadian side to the United States. It was decided that a diversion of 15,000 cubic feet on the United States side and the transmission of 160,000 horse power from the Canadian side would not affect the scenic grandeur of the Falls. The issuing of permits for the importation of current from the following companies was sanctioned:—

The Ontario Power Company....	60,000 horse power.
The Canadian Niagara Falls' Power Company.....	52,500 "
The Electrical Development Co..	46,000 "
The International Railway Co...	1,500 "

Under the provision of the charters issued to these companies in Canada, they are permitted to export one half of the total power developed, namely, 207,500 horse power.

The third session of the eleventh *legislature of Ontario* began at Toronto on January 24. Reference was made in the Speech from the Throne to the prevailing agricultural and commercial prosperity, the proposed increase in the provincial subsidy, the proposed extension of the boundaries of the province, the increased accommodation provided for immigrants the floating of a loan for the completion of the Temiscamingue and Northern Ontario Railway, the creation of an additional judicial district in Northern Ontario, the appointment of the railway and muncipal board, the progress made in procuring cheap electrical power, the increased earnings of the Temiscamingue and Northern Ontario Railway and the proposed extension of the same, the development of silver mining at Cobalt and the increase in provincial revenue. The question of prison labour, it was stated, had been under consideration with the view of avoiding all possibility of its being put into competition with free labour. Among legislation to be introduced are acts relating to colonization roads, the taxation of mining properties, and amending the companies' mines, public schools, volunteers' land grants and the Temiscamingue and Northern Ontario Railway acts.

On January 21 the following resolution was moved in the House of Commons, Canada, by the member for Alberta.—

"That it is important to the success of rapid and prosperous settlement in the provinces of Manitoba, Alberta and Saskatchewan, that lumber should be supplied to the settlers at as low a price as possible consistent with a reasonable profit to the manufacturers of lumber. That the prices charged for lumber in the said provinces are regarded by settlers as unreasonable and excessive. That it is charged and claimed on behalf of the said settlers that an unlawful combination exists among and between the manufacturers of and dealers in lumber for the purpose of unduly enhancing the price to the consumer. That a select committee composed of nine be appointed for the purpose of inquiring into the matter aforesaid with power to send for persons, papers and records, and to examine witnesses on oath."

In the course of the discussion of the resolution the Hon. the Minister of the Interior referred to the importance of the question and stated that the Government was prepared to accept the motion, and to take such measures as were necessary.

In the ninth annual report of the Directors of the *Builders' Exchange of Montreal,* presented at the annual meeting held on January 14, reference was made to the great activity of building operations in Montreal during the past season, the total value of new buildings being estimated at $9,000,000, as compared with $6,000,000 in 1905. The buildings erected during 1906 included 1,200 houses, 2,200 dwellings, 70 stores, 28 warehouses, 41 factories, 4 churches and 6 schools. A number of important buildings commenced in 1905 were completed. Operations were stated to have been hampered through want of structural steel. The outlook for 1907 was regarded as most favourable, a large number of erections being already projected. The report also contained references to several measures touching the relations of employers and employees brought forward in the Dominion Parliament and in the legislature of Quebec during 1906, including the Immigration Act, the proposed act for the prevention of industrial disputes, the proposed amendment of the anti-combine clause of the Criminal Code, the proposed Employers' Liability Act, and the proposed legislation for the encouragement of trade schools. The report endorsed the principle of the open shop. The membership of the Exchange was stated

to have risen from 61 in March, 1905, to 96 in December, 1905, and to nearly 230 at the present time.

A deputation representing the Trades and Labour Congress of Canada held an interview with the Right Hon. Sir Wilfrid Laurier, Prime Minister of Canada, and the Hon. Mr. Rodolphe Lemieux, Minister of Labour, on January 15. The Deputy Minister of Labour was also present. The deputation was composed of Mr. Alphonse Verville, M.P., President of the Congress; Mr. James Simpson, Vice-president; Mr. P. M. Draper Secretary, and Mr. J. G. O'Donoghue, Solicitor. The interview took place in the office of the Prime Minister at Ottawa. The interview was held at the request of the Trades and Labour Congress for the purpose of presenting for the consideration of the Government certain resolutions adopted at the last annual convention of the Congress held at Victoria, B.C., in September, 1906. The representations made by the delegation were as follows:—

1. Approving the work of the Department of Labour, and requesting the creation of a separate portfolio of Labour in the Dominion cabinet.

2. Favouring the appointment of a commission on technical education with a view to establishing industrial and technical schools throughout Canada.

3. Against any system of assisted immigration and favouring the exclusion of Chinese, Hindoos and all other Asiatic immigrants.

4. A gainst the use made of the North-west mounted police in connection with the recent strike of coal miners at Lethbridge, Alta., and against the adoption of military law in connection with labour disputes where no breach of the peace has occurred.

5. Requesting an increase in the salaries paid to letter carriers throughout Canada, so as to afford a minimum salary of $800 per annum at the end of three years' service.

6. Requesting that the Fair Wages' Officers of the Department of Labour be authorized to examine the books of contractors when there is reason to suspect that the prescribed wage is not being paid to workmen.

7. Approving the provisions of the Lord's Day Act and suggesting certain amendments.

The deputation also expressed approval of the Bill at present before Parliament providing for the compulsory investigation of all labour disputes threatening the continuous operation of public utilities such as railways, steamboats, telegraph and telephone lines; gas, electric light and power works; coal mines, etc. The opposition of the Government was requested to a bill at present before the Senate for preventing the intervention of international union officials in labour disputes in this country. The enactment of legislation against the employment of alien detective agencies in Canada and in favour of an eight hour day on work in connection with government contracts was also requested. Reference was made to the recent mission of the Deputy Minister of Labour to Great Britain and the enactment as a result of legislation by the Imperial Parliament for the prevention of fraudulent representations in Great Britain to intending emigrants.

II. REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of January, 1907, Mr. William Gilchrist, Hintonburg, Ont., was appointed correspondent to the *Labour Gazette* for Ottawa, Ont., and district, in the place of Mr. T. W. Quayle, resigned.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in January were more active than in December, although quiet at some of the larger collieries. The importation of coal by the Dominion Steel Company, added to the cold weather, caused a reduction in the output of some of the Dominion collieries and a reduction in the daily earnings of the contract miners. The last steamer carrying Steel coal had much difficulty in unloading, owing to ice in the harbour. No more can be brought in this season, and all except what is contracted for in the province will be supplied by the Dominion Coal Company. The Sydney Mines collieries were active, with the exception of the colliery reported in December as shut down for repairs. In the latter part of the month they were

all running. The Inverness collieries were active all month. The Port Hood colliery averaged 250 tons per day, but the output will be increased in spring as the mine is being developed. The collieries of Pictou County continued active during the whole month, and Cumberland collieries were busy. The local trade expands in the winter season, making a better market. The Fundy mine was shut down for at least three months. The total output for the year 1906 was 5,170,000 tons, being an increase of 488,000 over 1905. The increase for Cape Breton County was 352,000 tons for Pictou County, 88,500 tons; and for Inverness County, 80,000 tons. Cumberland County had a decrease of 34,500 tons. The prospects for 1907 are good. The Dominion Coal Company has entered into an agreement with the Everett Company to supply them for four years. This will keep the market for slack coal good, and ensure a fair demand for this quality of coal.

The steel industry was active, all departments of the Sydney works running full time. The Nova Scotia works entered the year with the plant in repair and good prospects ahead as they are well stocked with orders. The Londonderry Iron Company averaged 90 tons of pig per day. A meagre supply of coking coal and coke was the cause of an occasional idle day. The iron ore areas recently acquired by the company are said to contain ore of the best quality.

Rail transportation was heavy and will continue heavy during the winter season. The Sydney fast train was discontinued on the 15th of January. The weather has been favourable to tramway traffic.

Both wholesale and retail trade has been dull after the busy days of Christmas and New Year.

A commission to consider legislation, re colliery engineers, met in Halifax and summoned skilled mechanics and coal operators to give evidence as to the conditions under which colliery engineers now qualify for examination. Legislation will be presented to the Legislature at its first sitting.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Owing to the scarcity of snow, the most of the lumbermen left the woods early in the month. Very little of the year's cut has been brought out. The outlook is that the lumber supply from this province will be less than that of last year

CONDITION OF PARTICULAR TRADES.

The building trades were quiet, but other skilled workmen were well employed. Unskilled labour was in fair demand.

DISTRICT NOTES.

The *Allan* shafts are being developed in all directions. The coal company reports fair success. No attempt at large outputs will be made until the summer season. The district reported on fire in No. 3 colliery, *Springhill*, was opened out; but evidences of fire led to reclosing of it. A portion of the district was recovered by walling off.

HALIFAX, N.S., AND DISTRICT.

Mr. A J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The first month of 1907 began auspiciously. Skilled and unskilled labour were more active than during the previous month and the corresponding month of 1906. Exceptional activity prevailed in the building trades, which were only interfered with by the cold weather. Commercial activity prevailed. Bank clearings for 1906 were $91,837,507.00 as against $89,351,562.36 for 1905. The first regular passenger train of the Halifax and South Western Railway left Halifax on the 9th of January, and after stops at intermediate stations arrived at Yarmouth, (247 miles) in ten hours. The Halifax Suburban Electric Road Co., Ltd., incorporated in 1903, was organized on the

3rd instant. Directors were elected and steps taken to proceed with the construction of the line as soon as the weather permits.

The first meeting of the Nova Scotia Retail Hardware Dealers' Association was held on the 22nd of January. There were 24 firms represented, and the meeting adjourned so as to give time for the enrollment, if possible, of all firms in the province.

The Halifax Tram Co. submitted to the City Council on the 11th instant, a statement showing that the gross passenger receipts from May 1st to October 31st, were $96,651.74 of which the City's share is $3,866.06.

The sum of $61,951.60 was expended in paving the streets during the year 1906.

Brock & Paterson of St. John, N.B., wholesale milliners and dealers in dry goods have extended their quarters in this city.

CONDITION OF LOCAL INDUSTRIES.

Fishing was normal.

Lumbering was retarded by lack of snow.

Manufacturing and mining had an average month.

Railroad construction was dull.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons had a busy month. Carpenters and joiners, painters and decorators were dull. Plasterers had a fair month. Plumbers had a busy month. Stone cutters were well employed, there being no idle hands.

Metal, engineering and shipbuilding.—Blacksmiths had an active month. Boiler makers were busy. Horseshoers had a fair month. Other lines experienced an average month.

Printing.—Printers, pressmen and bookbinders had a busy month, and February promises greater activity.

Clothing.—These trades were busy.

Miscellaneous.—These lines had an average month.

Unskilled labour.—This class was busy.

DISTRICT NOTES.

On the 18th of January, the twelfth annual meeting of the *King's County Board of Trade* was held at Kentville. There was a good attendance. It was reported that the fruit crop had not been up to expectation, but that there was much promise in the line of sheep raising. A large tract of land had been secured on the North Mountain, and it is expected that there will be an encouraging output in mutton and wool.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The active condition of the labour market which prevailed throughout December and previous months continued during January. Building operations were not active, but carpenters, and even stone cutters reported that work was more abundant than in previous years, at high wages. It was impossible to secure farm help or lumbermen even at a higher rate of wage than has been paid in previous years. Farm hands and lumbermen can find abundant opportunities of employment in this section of the Dominion at good wages.

The Amherst Malleable Iron Co., a new industry started this year, now employs about seventy-five men, and proposes building an extensive addition in the early spring. The other industries of the town were busily employed, and the outlook for a brisk winter's work is exceedingly bright. The Robb Engineering Co., which manufactures boilers and engines, reported business so brisk that the company could not fill all the orders. The same statement applies to the Amherst Boot and Shoe Co., the Amherst Foundry Company and other industries. Wholesale and retail merchants reported business good. The leading houses all show an increase in their sales over previous years. The tendency of wages is steadily upward, and many individual

increases have been granted. The labour market has been free from any unrest.

In ten years the population of Amherst has doubled, and the assessment roll has more than doubled. Nearly 2,000 hands are employed in local workshops. Strikes may be said to be unknown here.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm products still commanded exceptionally high prices. Poultry, butter, beef and pork were very scarce; there was even a shortage in vegetables, such as potatoes, carrots, beets, etc.; prices for all lines were never higher.

Fishing.—Large quantities of smelts have been caught through the ice in bays and harbours and shipped to the American markets.

Lumbering.—Lumbermen all complain of a scarcity of men and horses. They are paying higher wages than ever before to experienced hands. The season's cut will be over the average.

Manufacturing.—Manufacturing in all lines continued very active. The woollen mills, car shops, machine shops and other industries were never busier than at present. The new rolling mills went into operation this month, and are turning out an excellent product.

Mining.—The various mines of the county have had a very successful month. A shortage of cars prevented shipments and caused some idleness. Some trouble has been experienced at Springhill on account of fire in one of the slopes. This portion of the mine has been shut off and the men have resumed work. The Fundy Mine, at River Hebert, has closed down. It is a small colliery and has only been in operation for three years.

Other industries.—The Maritime Gypsum works at Amherst, which owns large plastic areas have closed down for the winter but will resume operations in the early spring.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons have had a busy month, although the weather has been cold. Many unfinished contracts were yet on hand, and prospects for the future were good. Carpenters were also busy at interior work and wages were high. Plumbers were all busy, and had more work than they could handle.

Metal, engineering and shipbuilding.—Moulders and iron workers were active with wages good. Machinists and engineers reported plenty of work. Boilermakers are always in demand here, and plenty of orders keep them very busy.

Woodworking and furnishing.—Woodworkers have been very busy, the various factories working day and night. Car builders have had another busy month. Rhodes Curry Co. have enough orders to keep them busy for some time, with wages high.

Printing and allied.—Printers were scarce and in demand.

Clothing.—Tailors have had a slack month but work is picking up and wages are good. Boot and shoe workers were also busy with excellent prospects.

Leather.—Trunk and bag makers were active.

Unskilled labour.—This class was in demand; wages were good and the demand much exceeds the supply.

GENERAL NOTES.

Technical education is being widely discussed in this province at present. Some of the provincial colleges have already done good work in establishing night schools for industrial training in several manufacturing centres. Scientific methods are needed in the leading industries, viz., coal mining, gold mining, fishing, lumbering and farming. An agricultural college in the province has already proved a success.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr F J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market in January was practically the

same as in December, although outdoor work was almost at a standstill. Work on the interior of Prince of Wales college was carried on, and also on the new railway station, but with a reduced number of workmen. Merchants reported conditions normal. There were no special sales as has been the case at this time of the year for the past few years The two winter steamers ran regularly on the Georgetown-Pictou route, there being no tie-up of traffic as has frequently happened with more severe weather.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Operations were confined mainly to the caring for stock. The roads during the greater part of the month were good, thus enabling any produce that was moving to be readily marketed.

Fishing.—A good business was done in frozen smelts and eels with the American Market.

Lumbering.—It was a good month for lumbering, but this industry has been reduced to small proportions here.

Manufacturing.—The few factories were working under normal conditions, the supply of labour equalling the demand.

Railroad construction and employment.—The introduction of winter tables, and the lessening of the number of trains, caused a falling off in earnings among employees. Work in the shops was carried on as usual.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons had a dull month. Carpenters and joiners, plumbers, gas and steamfitters were active. Lathers and plasterers had a quiet month.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists, engineers and blacksmiths were active, with linemen busy.

Woodworking and furnishing.—Woodworkers, car builders and coopers were active.

Printing and allied.—Printers and bookbinders were busy.

Clothing.—Journeymen tailors, garment workers and boot and shoe workers were active.

Food and tobacco preparation.—Bakers, butchers and tobacco workers were active.

Leather.—Saddlers were active

Miscellaneous.—Barbers, clerks and delivery employees were active.

Transport.—Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen trackmen and freight handlers were active. Steamboatmen, except those on the winter steamers had a dull month. Longshoremen were dull, except at Georgetown, where both winter steamers were running.

Unskilled labour.—There was little demand.

MONCTON, N.B., AND DISTRICT

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET

Conditions in the labour market during January were about the same as in the preceding month, and were fully up to the standard of the season. The absence of heavy snowfalls affected unskilled labour, which usually at this time finds considerable employment on the I.C.R Building operations have been quiet, and confined to inside work. Wholesale and retail merchants reported business quiet, especially among dry goods and gents' furnishing dealers. All of the factories and local industries have been running full time, and with their usual staff of operatives. Some of the factories reported unusual activity, and were working overtime, trying to keep up with orders.

The Campbell Clad Co., which began operations here in the autumn, report eighty-five employees upon the pay-roll and about $3.600.00 paid out each month in wages. The Company expect to increase its staff to one hundred or over within the next two months. The Hamm Biscuit Mfg. Co. has been re-

organized with increased capital, and expects to add new lines to those already produced. The Record Foundry, the Cotton Mill, and the Barrel Factory, the latter of which has doubled its producing capacity, all reported an average month. The outlook for the coming season is most promising. Work upon the construction of the I.C.R. shops, which was suspended at the commencement of winter, will recommence as soon as the weather permits, and large numbers of skilled and unskilled workmen will be required. In addition, the contracts for the erection of the locomotive shops have been let, and work will be begun upon them. Tenders are also being called for the construction of a fifty mile section of the Grand Trunk Pacific between Moncton and Chipman. The impetus which these extensive operations will give to business during the coming season, must be very great, and builders, and in fact, all classes look forward to the ncoming season as one of unexampled promise. Tenders for the foundation of a number of cottages are being called for, and with the advent of warm weather, a large number of new dwellings will be started.

A number of the employees of the Water and Light Department had their salaries raised 35c. per diem. No other changes in the rates of wages, or hours of labour occurred, neither were there any disagreements between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work consisted chiefly in hauling wood; hay and other produce to market, and in the cutting of cord wood Butter sold at from 24c. to 28c, and eggs at 30c. to 35c.

Fishing.—Smelt fishing has been actively carried on along the shore, and large shipments were made from Shediac, Richibucto, and other places.

Lumbering.—Small concerns are at work in the surrounding localities, but the cut in this section will not be large.

Mining —The Imperial Coal Mining Co., at Beersville is planning to extend its operations, and to materially increase its ouput of coal. At present about 40 hands are employed at the mines, and about 40 tons are daily mined from a shaft 125 feet deep. One of the Company's greatest difficulties is to secure an adequate number of miners. The Company also expects to install a brick-making plant, capable of turning out 20,000 bricks per day from the claybeds near the mine.

Railroad construction and employment. —Three motor rail cars for the use of the I.C.R., wil be built in the railway shops here. These cars are to be used experimentally at different points on the system during the coming summer. Messrs. Rhodes & Curry will do the wood work; the remainder of the work being done here. The cars are to be 65 feet in length and capable of seating 52 people.

CONDITION OF PARTICULAR TRADES.

Building.—Plumbers alone reported activity.

CONDITION OF PARTICULAR TRADES.

Metal engineering and shipbuilding.—The iron trades had a fairly good month. Machinists were busy. Blacksmiths and horseshoers were very busy.

Woodworking and furnishing.—Normal conditions prevailed.

Printing and allied.—Printers and press men had an active month.

Clothing.—Journeymen tailors and garment workers reported a fair month for this season.

Food and tobacco preparations —Bakers, butchers and meat cutters reported a quiet month.

Leather —Dullness prevailed.

Miscellaneous.—Barbers were active. Clerks and stenographers were in good demand. Delivery employees, hotel, laundry and theatre employees reported an average month.

Transport.—Railroad conductors, engineers, firemen and trainmen reported conditions fair.

DISTRICT NOTES.

Sackville.—Tenders for the erection of a new I.C.R. Station of brick and stone

are being called for. The Board of Trade is canvassing for increased wharfage to accommodate shippers. The C. Fawcett Co., The Enterprise Foundry Co., and The Standard Mfg. Co. state that business has been good.

Havelock.—The Cheese and Butter factory manufactured 134,468 lbs. of cheese and 13,428 lbs. of butter. It received 1,639,774 lbs. of milk and paid patrons $13,893.00.

CHATHAM, N.B., AND DISTRICT.

Mr. Theo. DesBrisay, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour is usually quiet at this season of the year. Large numbers of men, however, were employed during January in the woods and a number of workmen were sorting and packing frozen fish for shipment. A number of the men employed in the woods returned, having secured the supply of logs required. Winter weather commenced on December 1, freezing streams and roads, and, with fall of snow, providing excellent conditions for outdoor employment. The condition of the roads and rivers is now excellent for hauling purposes.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Catches during January were somewhat small, but realized good prices. Some good catches were made on the river.

Lumbering.—The Snowball Lumber Company has been shipping boards and small lumber by train from this place and Tracadie Mills to Albany, N.Y.

Railroad construction and employment.—There was no railroad construction in progress and no demand for workmen, but the National Transcontinental line will pass across the province, about sixty miles up the river.

Manufacturing.—The Miramichi and Miller foundry plants were in full operation. The former company has secured contracts from the provincial Government for the construction of several iron bridges in different parts of the province. The latter company is busily engaged repairing machinery in local mills, and has several steamboats in its yards for repairs during the winter months. This will furnish labour to many workmen.

CONDITION OF LOCAL INDUSTRIES.

Building.—There was little employment, a usual condition at this time of the year. Carpenters and other workmen were busy in woodworking establishments. Stone cutters were active. Another plumbing establishment has been opened.

Metal, engineering and shipbuilding.—Employees in industrial establishments were active.

Other trades.—Conditions in all branches were fairly active.

Unskilled.—There was no demand for men.

DISTRICT NOTES.

Millerton.—The Miller Extract Manufacturing Company has rebuilt its factory, and will soon have it in operation again.

Newcastle.—Two steamers are being built, one by Captain John Russel for towing logs from South West Boom; it is a paddle boat and nearing completion. The other one is being built for the Richards Lumber Company, of Campbellton, and is to be in readiness when the ice goes out in the spring.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active, notwithstanding the severe weather, except among bricklayers and masons. A new telephone company will apply for a charter from the provincial legislature at its next session to build toll lines throughout the province. The company will have a capital of half a million

dollars, of which there has already been subscribed over $150,000. The company's plan is to have each town construct a municipal exchange, having connection with the company's toll lines. Ungar's steam laundry has resumed operations again, having been destroyed by fire last fall. At Dry Lake, about 57 miles from St. John, a large supply of tripolite has been discovered. A 100 horse power boiler has been installed at the lake, and other necessary equipment will be added as soon as possible. Stetson, Cutler & Co.'s kilns will be used to calcine and grind the tripolite until the new plant is in working order. The Directors of the Cornwall and York Cotton Mills have declared a dividend of three per cent on the capital stock of $500,000. This is the first dividend the mills have paid in twenty years. A brick addition is being built to the York mill with a floor space of 120x80 feet, and 100 looms will be instal ed. The Ferry Committee of the City Council submitted a report of receipts and expenditures for the past year, which showed that the receipts from passengers amounted to $29,806, and from assessment $4,270, a total of $34,076. The expenses were $33,945, leaving a balance of $131.00. The value of shipments from St. John to the United States for the quarter ending December, 31st, 1906, was $532,558.92 for general merchandise, and for laths, lumber and shingles $198,-746.47, making a grand total of $731,-305.39, an increase of $92,642.07 over the same quarter in 1905. During the year ending December 31, 1906, the value of shipments through St. John to the United States was $4,326,213,46, of which $1,-125,363.79 represented the value of American goods manufactured from American logs, and the remainder was general merchandise of all kinds. Up to January 26th there were filed at the custom house cargoes for 43 steamships. These vessels carried away Canadian goods valued at $5,008,279, and foreign goods valued at $2,318,334, making a total value of $7,326,613. The wheat shipments were 896,236 bushels. Bank clearings for the four weeks ending January 24th were $5,319,700, and for the corresponding period last year $4,-593,677, being $726,023 greater in 1907, than in 1906, and $948,118 less than during the five weeks ending December 27, 1905. Bank clearings for the year ending December 31, 1906, were $60,-024,760 and for 1905, $52,836,333, being $7,188,427 greater in 1906 than in 1905. The annual meeting of the shareholders of the Bank of New Brunswick was held January 21. The year's profits were $116,479. The customs revenue collected at St. John during 1906 amounted to $1,196,515, an increase of $46,934 over 1905. The customs receipts for the month of December were $98,431, and for the corresponding period last year $102,-294,54 a decline of $3,862.94. The Inland Revenue receipts for December were $26,155.40, and for December, 1905, $24,477.13, an increase of $1,678.33, while the receipts for the year amounted to $300,905.27, against $298,955.95 for 1905, an increase of $1,949.32. The deposits at the St. John branch of the Savings Bank for the month of December were $55,261, and the withdrawals $57,-876.59, and for the six months ending December the deposits were $402,074.25, and the withdrawals $395,575.90, an increase of deposits over withdrawals of $6,498.35. The provincial factory inspector recently returned from an official trip to Fredericton Junction where he inspected a number of rotary mills in the surrounding country. Commencing January 1, Messrs. William Thompson and Company put into force a new scale of wages for the officers of the Battle Line of steamships, the increase for first officers being from ten to twenty per cent, according to the length of service and efficiency, and the increase to second officers fourteen per cent. The city Council has increased the salary of the city clerk from $1,800 to $2,000 per year; the chairman of the assessors received an increase from $1,500 to $1,650, a clerk in the assessor's office received an increase of $5.00 per month, making his salary $960.00 per year. In the water and sewerage department one man was increased from $9.00 to $10.00 per week. In the ferry department two firemen were increased, one from $40.00 to $45.00

per month and the other to $40.00 per month. In the safety department a night watchman was increased from $1.25 to $1.35 per day, while another employee received an increase from $1.15 to $1.25 per day. The only unrest during the month was among the telephone linemen, when fourteen men employed by the New Brunswick Telephone Company struck for an increase of pay. Three foremen were receiving $2.50 per day and the remainder were getting from $1.50 to $2.00 per day. They asked for a raise of fifty cents all around. The request was refused and the men struck in consequence. The men returned to their several homes throughout the province on January 21 and the strike is over. The cause of the trouble was that the company were paying $2.50 per day to some roadmen from the State of the Maine, and the exchange men working in the city thought they were entitled to the same pay. The roadmen were brought to the city to take the places of the men who went out on strike.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Fishermen were making large catches of smelts through the ice of the Kemebecasis. Gaspereaux were also being caught. A report of the fishing operations being carried on in the county of St. John during the past season places the total value of the catch in round figures at $144,200, exclusive of cod and haddock, an increase of $25,200 over the average value of catches in recent years. The alewives catch was valued at about $70,000, a little better than the average of $66,000, and the high price of $5.25 per barrel prevailed, while the average is about $1.25. The shad catch was valued at $10,000.00, a falling off of one-third. The price obtained for these was $12.50 per barrel, nearly double the average $7.50. The salmon catch was double the average and was worth $44,000. The lobster catch was valued at $11,000, which is $3,000 below the average. The smelt catch was valued at $1,200, an increase of $700.00 over the average of $500.00. The sardine catch was valued at $8,000, the average catch being placed at $1,500. The annual sale of the harbour fisheries realized the city $6,187, being $129.95 more than in 1906.

Lumbering.—The lumber cut on the Miramichi is expected to reach 100,000,000 feet, that on the Restigouche is estimated to be about 50,000,000, and that on the Upper St. John will be about 155,000,000. The business of the O'Neill Lumber Company has been brought by the Bay Shore Lumber Co. This year's cut and the entire camping outfit were included in the sale. The property is situated on the Irish River near St. Martins.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and mason reported work as fair. Carpenters and joiners, painters and decorators, plumbers, gas and steamfitters were active. Stone cutters and builders' labourers were dull.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers, electrical workers, blacksmiths and boiler makers were active. Linemen were busy. Sheet metal workers were very active.

Woodworking and furnishing.—Wood workers were active, but shingle weavers were dull.

Printing and allied.—Printers and press men were very active. Bookbinders were active.

Clothing.—Journeymen tailors reported work fair.

Food and tobacco preparation.—Bakers and confectioners and cigar makers were active.

Miscellaneous.—Broom and brush makers were busy.

Transport.—Railroad conductors, engineers, firemen, telegraphers, trainmen, switchmen, trackmen and freight-handlers were busy. Ship labourers were very busy. Street railway employees were active. Teamsters and expressmen were busy.

Unskilled labour.—This class was active.

DISTRICT NOTES.

Central Blissville.—Smith Bros. have installed an electric lighting plant in

their mill and yard, which will also light the workmen's houses. The mill started running on January 1, and will be in operation full time all winter.

Fredericton.—The annual meeting of the Fredericton Boom Company was held January 8. The report of the officers showed that during 1906 about 130,000,000 superficial feet of logs were handled by the company. The president reported a deficit of over $4,000 on the season's operations. At a meeting of the stockholders of the Peoples' Bank on January 17, the proposed transfer to the Bank of Montreal was ratified. When the Boom Company's liabilities are paid the Peoples' Bank shares will be $345.00 per share, and $297.50 will be immediately available. Peoples' Bank stock is of the par value of $150.00 per share. A Forestry Convention will be held in the Parliament Buildings, February 20 and 21.

QUEBEC, QUE., AND DISTRICT.

Messrs. E. Little and P. E. Jobin, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Severe frost and heavy snow storms during January prevented outside work, though a number found employment in snow-shovelling and ice cutting. The snowfall, however, did not cause embarrassment in the lumber camps, in which work was very active and labour in demand. The opening of the Provincial Legislature increased employment for hotel and restaurant employees, printers, carters, draymen, etc. Arrangements were being made for the beginning of the steel superstructure work on the Quebec bridge from the north shore. The completion of the bridge will be pushed forward as rapidly as possible. On the whole the month was very favourable for labour, the demand for men being greater than the supply. Clearings at Quebec were $92,934,213, an increase of $6,139,660 compared with the preceding year. Freight traffic between Quebec and Montreal was exceptionally heavy during January. The house renting season opens in Quebec about February 1. The tendency of rents this year is upward, the average rental at present being $2.00 per room per month, but the increase asked in a number of cases would bring this to $2.25 per month, an advance of 12½ per cent.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were employed cutting cord-wood and timber.

Railway construction.—Work was being proceeded with wherever possible, especially in connection with rock cutting.

CONDITION OF PARTICULAR TRADES.

Building.—The several branches were dull with the exception of plumbers and gas and steam fitters who were busy.

Metal, engineering and shipbuilding.—The iron trades were busy, but engineers were dull. The other branches were active.

Woodworking and furnishing.—Conditions were favourable.

Printing and allied.—Printers, pressmen and bookbinders were very busy as a result of the opening of the legislature.

Clothing.—Boot and shoe workers were quiet.

Food and tobacco preparation.—Ice cutters were very busy. Cigar makers were very active.

Leather.—Quietness prevailed.

Transport.—Railway employees were very busy. The other branches were quiet.

THREE RIVERS, QUE., AND DISTRICT.

Mr. John Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During January, skilled labour was fairly well employed, though some of the factories closed for a few days to take stock, and complete necessary repairs. A new glove factory will start operations

in a few days, and a number of new hands will be required. The St. Maurice Valley Railway completed its work, so far as unskilled labour was concerned, on December 31, 1906. Wholesale and retail trade has been more favourable than in previous years in January. The Christmas and New Year's trade was excellent. Transportation was very active, and December and January compared favourably with the best corresponding months of previous years. There has been no change in rates of wages or hours of labour, and a complete absence of strikes and lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported good yields, with the exception of hay. Markets have been better than in previous years. Although the hay crop was small, the prices received by the farmers made up for the difference. Hay was sold on January 26 at $12.00—$13.00 per 100 bundles, say 1,500 lbs.

Fishing.—The Tommy Cod season, which opened in January, has been very active, and thousands of bushel have been caught and disposed of at $1.25 and $1.50 per bag.

Lumbering. — Lumbering operations were very active, but the lumbermen generally do not expect to get out as large a cut as last season, owing to the heavy snow on many limits and other causes; last winter being very favourable in this respect.

Manufacturing.—The different factories have all returned to work and were running full time as usual. The Consolidated Chemical Co. intends building a large factory shortly. A bonus of $15,000 was voted on January 21; also a grant of two acres of land with exemption of taxes for a number of years.

Mining.—Mining has been very quiet.

Railroad construction.—Employment at La Tuque has been very active all winter. The contractors have hundreds of labourers, engineers and others employed between La Tuque and Quebec, and there is work for all classes along the line.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons were mostly idle in the city, but several have been employed all winter at Shawinigan Falls, also at bridge construction at La Tuque. Carpenters and joiners were not busy as a general rule, but those in contractors' workshops were constantly employed Lathers and plasterers were idle with few exceptions. The painting, decorating and paper haning branch was dull. Plumbers and gas and steam fitters were quiet with stone cutters very quiet.

Metal engineering and shipbuilding— Iron moulders, iron workers and helpers, and coremakers were quiet. Machinists were busy, but engineers were dull. Steam engineers on trains were busy, but on steamboats were idle since the close of the season. Electrical workers were fairly well employed outside of the city. Linemen, metal polishers, buffers, platers and brass workers were busy. Blacksmiths and jewellers were fairly busy.

Woodworking and furnishing.—Woodworkers were fairly busy. Upholsterers were very dull since the middle of the month. Varnishers, polishers and woodcarvers were busy. Carriage and waggon makers were repairing summer vehicles. Pattern makers were constantly employed, and coopers were fairly busy outside of the city. Shingle weavers were busy in the district, but dull in the city.

Printing —Printers and pressmen were busy, but bookbinders had a dull month.

Clothing.—Journeymen tailors and garment workers have experienced considerable dullness since the middle of January, but glove makers, and boot and shoe workers were very busy.

Food and tobacco preparation.—Bakers and confectioners were very busy throughout the holiday season. Butchers and meatcutters were rather dull,but ice cutters and drivers were very busy cutting and driving during both December and January, and cigarmakers and tobacco workers were fairly busy.

Leather.—Tanners, curriers, leather workers and saddlers were more or less dull since the holiday season.

Miscellaneous.—Barbers, clerks, stenographers, and delivery employees were busy. Furriers were dull, the busy season being over. Hotel, restaurant, theatre employees and laundry workers were well employed.

Transport.—Railway employees were busy. Steamboatmen and steamboat firemen were idle, excepting those employed on the boat which is running the year round. Ship labourers and longshoremen were quiet, and teamsters and expressmen busy.

Unskilled.—On the whole conditions were satisfactory, as this class of labour was well employed.

SHERBROOKE, QUE., AND DISTRICT

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during January have been active and fully equal to those of any corresponding month previously. Outside work was suspended owing to the cold weather, but the factories machine shops and other industries have been running full time. The extension to the Canadian Rand Drill Company's premises is about completed, and will involve the employment of probably a hundred additional skilled hands. The annual meeting of the company was held this month, and it is understood that the question of further extensions were discussed.

The Water Committee of the City Council has under consideration the question of making costly improvements to the city water system. The carrying of the intake pipe further up the river, so as to take the water from the rapids overland instead of in the stream, as at present, and the erection of a new reservoir on a higher level, are involved. Since the city took over the waterworks eight years ago it has expended large sums of money in improvements. The water rates were reduced, but there is a balance of $50,000 to the credit of the department, which will go towards carrying out the above improvements.

The Canadian Pacific Railway Company is said to have plans prepared for the expenditure of about one million dollars in Sherbrooke this year. The proposed improvements will include a new station on the main line, and a large new round house. At present the through trains have to back down from the main line to the present station, which occasions a delay of fully 15 minutes. The Divisional staff will also be moved from Farnham to Sherbrooke. The Company has purchased a large track of land from the British American Land Company for improvement purposes. The survey of the Canadian Pacific Company from Lennoxville to Lake Megantic has been completed. This route will enable the Company to run much heavier trains than at present, owing to the curves and grades of the existing route. The new route will run along the valley of the St. Francis to East Angus, thence through Gould, joining the present main line at Lake Megantic.

The annual meeting of the Sherbrooke Power, Light and Heat Company was held on the 21st instant. During the past year the Company spent about $50,000 on improvements, and in addition to meeting this expenditure a dividend at the rate of 5 per cent was declared, being an increase of 1 per cent over that ever paid by the company.

The Eastern Townships Bank opened two branch offices in the eastern townships. The Customs duty collected at the port of Sherbrooke for the six months ending December 31, 1906, amounted to $105,234.56, being an increase of $11,342.27 over the same period of 1905. The declared exports from the Consular District of Sherbrooke for the year 1906 amounted to $1,583,786, being an increase of $426,984.31 over that of 1905. The largest items were, asbestos, $779,386; chrome ore, $91,966; lumber, including clapboards, laths, shingles, rough lumber and ties, $126,630.39; wood

pulp, ground, $193,183.05; maple sugar, $94,016.40; copper matte, $22,986.10; hides, $45,826.71; sulphur ore, $52,871.40, and fulminate of mercury, $35,023.98.

The Dominion Government has awarded the Federal Exhibition grant of $50,000 to the Eastern Townships Agricultural Association. It is proposed to erect several new buildings, and also to enlarge the present ones. The dates for the Dominion Show have been fixed from August 26 to September 7.

At the annual meeting of the Sherbrooke Dairymen's Exchange the secretary reported that during the season the board was open, twenty nine creameries boarded 23,869 boxes of butter at an average price of 22½ cents, value, $296,222.48; three cheese factories boarded 2,445 boxes of cheese, at an average of 11 1-16 cents, valued at $19,901.04, representing a total sum of $316,123.52. From a report furnished by the Agricultural Missionary in connection with the Sherbrooke Diocese, seven parishes in the County of Richmond, the aggregate value of dairy products for the year 1906 was $267,000.

The Dominion Government has appointed the Eastern Townships Immigration agent to proceed to Great Britain to secure farm help for the coming season. There has been an active agitation in favour of securing settlers for the townships, and the Government has decided to support its agent in his work, by issuing 30,000 pamphlets containing information relating to the townships.

The Young Men's Christian Association will spend $12,000 this year in extending its present quarters.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—All branches have been quiet. Hay is very scarce and in some places is selling as high as $16.00 per ton. There has been a good demand for cattle and many sales have taken place, which will have the effect of lessening the demand for hay. Farmers with wood lots were hauling cord-wood to the market, which sells from $4.00 to $4.25 per cord.

Lumbering.—Operators were actively engaged in securing the necessary logs, the weather so far having been good for hauling purposes. The cut will be considerably in excess of that of last year.

Manufacturing.—All the manufacturing industries, with the exception of the firm of A. G. Lomas & Sons' woollen mill, which has been closed down, have been running to the limit, with orders ahead. The mill mentioned was employing about 75 hands, but there has been no hardships through the closure as the hands have practically all secured employment elsewhere.

Railroad construction and employment.—Owing to the severity of the weather the construction work of the Canadian Pacific Railway at Magog has been suspended. Large gangs of men were engaged clearing the snow from the yards and stations on the various divisions in and around Sherbrooke.

Other industries.—The Royal Paper Manufacturing Company's mills at East Angus are expected to be in operation shortly. Capitalists from the United States have an option on the property from the Eastern Townships Bank. The Sherbrooke Novelty Company, composed of a number of Sherbrooke citizens, has been incorporated with a capital of $20,000.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons and allied trades were very quiet owing to severity of the weather. Plumbers were active.

Metal, engineering and shipbuilding.—Moulders, machinists and all those employed in the machine shops were busy. Electrical workers and blacksmiths were active.

Woodworking and furnishing.—Woodworkers, varnishers, polishers, carriage makers and pattern makers were busy.

Printing.—Printers, bookbinders and pressmen were active.

Clothing.—Journeymen tailors and garment workers were busy, with glove makers active.

Food and tobacco preparation.—Bakers and confectioners were busy, also ice-handlers and butchers. Cigarmakers were active.

Miscellaneous.—Barbers were quiet, stenographers busy, and delivery employees, laundry and hotel employees quiet.

Transport.—All classes of railroad men were fairly active, while cab drivers, teamsters and expressmen were busy.

Unskilled.—There was a fair demand.

ST HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during January was active in all branches, comparing favourably with the preceding month. Outside work was favoured by mild weather. Building operations were comparatively quiet. Masons and carpenters had little employment and there was no demand for these classes. Woodworking establishments were very active and had large orders on hand. Civic work closed for the season. All factories reported a good month, with orders on hand promising work for some time. Traffic on the railroads was very heavy. Wholesale trade was active but retailers reported quiet conditions compared with December. It was stated that the Ames Holden Company intends to enlarge its premises by one-half to meet the increasing trade. The J. A. M. Coté Co. finished the new annex to its establishment and was very busy, extra labour being necessary on week nights with the exception of Saturdays. The Duclos Payan Company increased its output by 150 sides of leather per week, which brings the number of sides manufactured per week to 1,750. This Company intends increasing this number to 2,000 to 2,500 sides per week Several new hands have found employment with this firm. The F. K. Bertrand Machine Company was exceptionally active. Orders were plentiful. The Penman Manufacturing Company was active, employing from 600 to 700 men and women; appearances were that work would be abundant all winter. Messrs. Langevin & Bro., confectioners, were very busy, employing from 15 to 20 hands. The agricultural implement plants worked full time with sufficient orders on hand to keep all hands busy. Briefly, the outlook was for a very busy winter with a more active February than January. Banks reported normal conditions with easy collections. There were no changes in rates of wages or hours of labour and relations between employers and employees were cordial.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Active conditions continued, marketing being easy with prices good. Beef sold from 6 to 8 cents per lb; pork from 10 to 11 cents per lb.; mutton, from 8 to 10 cents per lb.; butter from 27 to 28 cents per lb.; eggs from 30 to 35 cents per dozen; potatoes from 50 to 60 cents per bushel; cabbages from 5 to 6 cents per head; onions $1.20 per bus., and hay, which is scarce in some portions of the district, from $10.50 to $11.00 per ton. Cattle on the hoof are sold at low prices owing to the scarcity of fodder. The annual meeting of the Dairy Society took place on January 22—23 at St. Hyacinthe. Agricultural societies were invited to send delegates, of which a large number were present. The Federal and Provincial governments were represented. The Hon. Mr. Allard, Minister of Agriculture, Mr. G. A. Gigault, Deputy Minister and several local members were present. The month was very quiet for farm hands.

Manufacturing.—The factories worked steadily and appearances pointed to an active winter.

CONDITION OF PARTICULAR TRADES.

Building.—Quietness continued owing to the cold weather, though some interior finishing work was done. Masons, bricklayers, carpenters and joiners were dull as were builders' labourers, plumbers and steamfitters.

Metal, engineering and shipbuilding.—Moulders, iron workers, coremakers, machinists and engineers were very active.

Electrical workers, linemen, blacksmiths, boiler makers and horseshoers were very busy.

Woodworking and furnishing.—Great activity prevailed in this group.

Printing and allied.—Printers and pressmen reported a fair month.

Clothing.—Garment workers for male wear had an excellent month; journeymen tailors had a good month, but female garment workers had a quiet month. Boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners and butchers were very busy, but cigarmakers had a quiet month.

Leather.—These workmen reported active conditions.

Miscellaneous.—Laundry workers had a very active month. Barbers, clerks, delivery employees, furriers, hotel and restaurant employees were very busy.

Transport.—Railway employees were very busy. Cab drivers, draymen and expressmen were well employed.

Unskilled.—Quiet conditions prevailed owing to the severity of the weather, but a number of labourers found work in different factories.

DISTRICT NOTES.

Sorel.—It was stated that the Hudson and Delaware Railway Company would erect car building shops and repair shops in which a large number of workmen would be employed. The St. Lawrence Saw and Steel Works Company obtained letters patent on December 31, 1906. The capital stock is $40,000 divided into 40 shares of $100.00 each. Sorel is the head office.

St. Aimé de Richelieu, Que.—Messrs. Gagné Bros. have opened a cigar factory in this village. This firm will turn out two new brands of cigars.

MAISONNEUVE AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

January has not been active in the building trades owing to the cold weather, which prevented outside work. Carpenters, joiners and painters were dull. In the printing trades there was increased activity; several firms had their men working at night, especially in the lithographic trades, owing to lithographers leaving the city, and the lack of skillful men. There was no unrest in the labour market.

CONDITION OF PARTICULAR TRADES.

Building.—Painters and paperhangers were very slack. Gas and steamfitters and plumbers were active.

Metal, engineering and shipbuilding.—All branches connected with metal and iron building have been very active.

Woodworking and furnishing. — The branches connected with building were not active. Other trades such as car builders, pattern makers, etc., have been very active.

Printing and allied.—These branches were active, more so than in December. Many firms were working overtime.

Clothing.—Conditions were not so active as in December.

Food and tobacco preparation.—Activity prevailed.

Leather.—Quietness prevailed.

Miscellaneous.—Activity prevailed.

Unskilled labour.—The demand was not active.

MONTREAL, QUE., AND DISTRICT.

Mr. Gustave Audet, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

At the present time the statutory rate for bricklayers is 45 cents per hour, but since many years employers have never paid less than 50 cents per hour. The relations between employers and employees are governed by the following understanding between the Bricklayers' Union and the Builders' Exchange:—

That the conditions of labour shall be arranged between the two bodies and their application assured by a Board of Conciliation and Arbitration. This Board will be composed of three representatives of the men and of three of the employers renewable yearly. Each year.

upon the renewal of the Board it will elect a referee, who shall not be a workman, nor an employer and his services will only be called upon in case the other arbitrators fail to agree. The Board will meet yearly in the month of January in order to fix the conditions of labour during the then current year. It shall also meet whenever so requested by one or the other contracting parties having special cases to submit. The decisions of this Board will be final, and it will have power to oblige one or other of the parties to appear before it in order to give testimony under a penalty of $5.00. No strike nor lock-out will be ordered without the permission of the Board. The labour conditions established are as follows:

The business manager will have the privilege of visiting the different places of work during working hours, and of questioning the official representative of the Union in the different localities, or any other member of a Union, as to whether the labour conditions of the contract have been observed or as to other matters relative to the internal government of the Union. In case of violations of the established regulations he shall only be empowered to notify the Board. It is understood that apprenticeship shall last four years. Each employer is entitled to employ two apprentices. The hours of labour shall be nine per day, but such hours may be reduced by mutual consent during the winter season. Wages will be 50 per cent. more for extra time than for ordinary working hours and 100 per cent. more for Sunday work. Wages shall be paid every Saturday before 5 p. m.

The Superintendent of fire alarms reported for 1906:—

Fires	1,008
False or useless alarms	603
Total	1,611

Of the above 521 were for private residences, 78 for shops or warehouses, 41 for stables and 21 for houses in course of erection. There were 6 losses of life.

The statistics of the Port of Montreal show customs collections in 1906 to have been $18,767,731.32 higher than in the preceding year and $2,497,992.97 greater than in 1904.

The largest real estate transaction of the year was the purchase by the Canadian Pacific Railway Company of the St. Lawrence Hall property having a frontage of 120 feet on St. James Street and 132 feet on Craig Street. The sale price of the property was $500,000.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, plumbers and gas and steamfitters were active. Painters, decorators, stonecutters and builders' labourers were busy.

Metal, engineering and shipbuilding.—Electrical workers, linemen tool sharpeners and horseshoers were active. Iron moulders, iron workers, coremakers, machinists, engineers, blacksmiths, boiler makers, sheet metal workers, and shipwrights were busy.

Woodworking and furnishing.—Activity prevailed in these trades.

Printing and allied.—This group reported busy conditions.

Clothing.—Boot and shoe workers were busy. Journeymen tailors, garment workers, etc., reported less activity than during December.

Food and tobacco preparation.—Bakers, confectioners, butchers and ice-handlers were active. Cigar and tobacco workers were busy.

Leather.—These trades were active.

Miscellaneous.—Barbers, hotel, restaurant, theatre and laundry workers were active. Clerks and delivery employees were very busy. Furriers were well employed though less active than in the preceding month.

Transport.—Railway employees, street railway employees, cab drivers and carters were active. Steamboatmen were quiet, but teamsters and expressmen had a busy month.

Unskilled labour was fairly well employed.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions were unchanged, labour being actively employed with supply and demand well balanced. The heavy snowfall gave unskilled labourers plenty of work shovelling the tracks, clearing flumes, etc. Factory hands, however, reported some loss of time through anchor ice cutting off the supply of power, about one day in five being lost in this way. The demand for goods, however, was active, and the factories were operated to the utmost of their capacity.

Two squads of men, numbering in all about 30, were hired in Hull during January for work on the National Transcontinental Railway, at wages varying

from $40.00 to $80.00 per month with board.

The harvesting of the ice crop on the Ottawa River was employing about 200 ice cutters, some 50 teamsters and 150 packers. Of these 100 were from Hull. The wages paid were $1.25 per eight-hour day for ice cutters, 4 cents a block for teamsters providing their own horses, and from $1.25 to $2.00 per day for packers. The quality of the ice was reported better than last year.

The annual report of the city treasurer showed an exceptionally prosperous year in the administration of the city's affairs, money having been easy throughout the year. The corporation work under contract will involve an expenditure of $18,000.00, in connection with which the minimum rate of wages is fixed at 16 cents per hour and the maximum hours of labour at 9 hours per day by a local by-law.

Only four commercial failures took place in Hull during 1906 and these were of small importance, the total liabilities involved being some $13,000.00 with assets about the same.

DISTRICT NOTES.

Buckingham.—At the municipal elections a number of labour candidates were elected.

OTTAWA, ONT., AND DISTRICT.

Mr. T. W. Quayle, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

In all seasonable lines there was a marked degree of activity during January. There were many unemployed, however, though a considerable fall of snow supplied work. In the factories work was plentiful, and trade as a whole was up to midwinter conditions. An early closing arrangement went into effect in the dry goods, men's furnishing and similar stores on Saturdays as well as other days of the week. The by-law requires stores to close at 7 o'clock, but nearly all the large stores have closed at six o'clock by mutual arrangement. Business was quiet after the holidays, but buying for next season was reported heavy.

The City Council has taken steps towards the establishment of a Board of Control, and the reduction of the number of aldermen.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Good sleighing facilitated the marketing of produce, and traffic at railway points in the district was active.

Lumbering.—The winter was much more favourable than last year, and reports indicate considerable activity on the limits. The cut is likely to be larger.

CONDITION OF PARTICULAR TRADES.

Building.—Real estate transfers were fairly numerous for midwinter and it is expected that the coming season will be one of exceptional activity.

Metal, engineering and shipbuilding.—Work in the iron trades was steady and few were unemployed.

Woodworking and furnishing.—These trades were busy.

Printing.—There was a tendency towards a scarcity of men.

Clothing.—The tailoring trade was quiet. The merchant tailors are included in the new early closing by-law.

Leather.—There was no lack of employment for competent men.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

While the labour market was quiet during the early part of January, the latter part of the month showed marked activity. Architects reported little work in sight as yet for the coming season, but additions to the Tete du Pont Barracks, boiler shops for the locomotive

Works, and a new Biological building at Queens, are already assured. There was a movement on foot to enlarge the British American Hotel. It is expected that the work of building the new boiler shop at the locomotive works will start in March. About $100,000 will be expended upon the enlargement of the works this year. The various railways have had little difficulty with snow. Last winter was also very favourable. The annual report of the Chief of the Fire Department states that last year the brigade had seventy-nine calls. The amount of property endangered was $307,000, but the loss amounted to only $5,128. It is expected that from $1,000 to $2,000 will be expended this year in further perfecting the brigade. There have been no changes in rates of wages or hours of labour.

CONDITION OF PARTICULAR TRADES.

Building.—Many branches started operations on small jobs during the latter part of the month.

Metal, engineering and shipbuilding.—These trades continued actively employed. Thirty men are employed on the S.S. "Fairmont" in the Government dry dock. A Kingston firm has the contract for repairing a number of big vessels which were injured by grounding last fall. The Montreal Transportation employees were actively employed.

Woodworkers and furnishing. — Increased activity was reported.

Printing and allied.—Printers were busy.

Clothing.—These trades were quiet.

Food and tobacco preparation.—Bakers, butchers, etc., were quiet. Ice cutters and drivers were very active.

Leather.—These trades were active.

Miscellaneous.—Barbers were quiet, broom makers were busy, clerks were quiet and laundry workers were active.

Transportation.—All branches were active. Shipments of pressed hay, etc., from here continued to afford much employment.

Unskilled labour.—This class reported active conditions.

DISTRICT NOTES.

During the past few weeks farmers throughout this district have been looking up help for the coming season. Many immigrants are expected to arrive in the course of the next two months.

Smith's Falls.—The plant of Messrs. Frost and Wood recently destroyed by fire has been rebuilt. The rebuilding was accomplished so rapidly that only slight interruptions occurred to the large business conducted by the firm.

Brockville.—The gas and electric light plant, owned by the corporation of Brockville, has made a splendid report on the business for 1906. The total receipts show $45,523.07, of which $28,655.40 was received from gas, $16,845.35 from electricity, and $22.32 discount. The operating expenses, including $11,735.35 interest and debenture liquidation, amounted to $41,520.49, leaving a profit of $4,002.58 for the year.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was very active during January. The first part of the month was mild, so that a large amount of outdoor work was possible. Nearly every manufacturing establishment was running full time, the foundries being especially busy. Over 300 men are now employed at the rolling mills, and the pay-roll is large. This industry is by far the largest in the city, and at the present time is running night and day, having started to turn out steel horse shoes, of which it is the company's intention to manufacture over 60 different sizes and patterns. The Company is adding new buildings and machinery, and there is every indication for a bright future for the concern. There is still a scarcity of suitable dwelling-houses for the workmen who have arrived from outside points. The Belleville Hardware Company had a very active month and is

continuously adding to the number of its employees. In the spring this Company intends adding to its works, as it finds its present premises inadequate. The two shirt factories were running to their full capacity. The Belleville fruit and Vinegar Company held its annual meeting and reported an excellent year. This is a new Company manufacturing jams, jellies, vinegar, cider, etc. The local canning factories employ large numbers of hands making the necessary cans for the coming year, which is expected to be a very good one.

Many men were employed during January harvesting the ice crop, which promises to be of excellent quality. Local merchants state that business during January was the best in years; this is verified by the returns made to the banks. The high prices realized by farmers for their produce has proved a boon to the merchants. Eggs were as high as 40 cents a dozen; butter from 25 to 30 cents per pound, while poultry was also high in price. A number of men were employed clearing the ruins of the Hotel Quinte, which was destroyed by fire on the 4th of January. Building operations will start as soon as weather permits. The Belleville Portland Cement Company ran its plant night and day during January. This company is constantly advertising for men, mostly labourers. The works are situated three miles from the city, but many local men are employed there. Considerable repairs and improvements are being made to the Government dredge "Sir Richard" which is wintering here.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Large quantities of rough fish were caught.

Lumbering.—Conditions were active in the northern part of the country, but were gradually diminishing.

Manufacturing.—Activity prevailed in all branches and January, 1907, was the best in years.

Mining.—Employment was active, owing to the small amount of snow.

Railroad construction and employment.—There was no railroad construction in progress.

CONDITION OF PARTICULAR TRADES.

Building.—There was a slight diminution in activity, although a large number of carpenters, lathers, plasterers, and plumbers were employed on the new house of refuge and the Merchants Bank.

Metal, engineering and shipbuilding.—Moulders, machinists, boiler makers, blacksmiths and electrical workers were active. Several shipwrights, caulkers and boat builders were employed overhauling a number of sailing vessels wintering here. Horseshoers had a very active month.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, carriage and waggon makers were busy, and coopers active.

Printing.—There was abundance of work for printers, pressmen and bookbinders, not one of the craft being idle.

Clothing. — Journeymen tailors and boot and shoe workers were busy.

Food and tobacco preparation.—Bakers, confectioners, butchers and cigarmakers were active. Ice-handlers had a fair month.

Leather.—Harness makers were all working full time.

Miscellaneous.—Furriers had an active month, and hotel and theatre employees were all busy. The burning of the hotel "Quinte" threw about forty employees out of work, but nearly all have obtained other employment in the city.

Railroad construction and employment.—Railroad employees were busy handling large volumes of freight. The holiday traffic was very satisfactory. Cab drivers and teamsters reported a very busy month.

Unskilled.—This class was fairly well employed, there being few men idle.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENENAL CONDITION OF THE LABOUR MARKET.

Labour during January was exceptionally active in mills and factories. Out

side work has been suspended owing to the cold weather. There were many houses under construction which were being rapidly pushed to completion. A number of mechanics were overhauling stores. The work on the new King Edward Public School was being pushed along. January custom receipts up to the 18th were $22.000.00, an amount that has never been reached during the same time before. Repair and construction work at Young's point, and Burleigh is now under way; the Government is spending $5,000 on various improvements. A new steamer 100 feet long and 23 ft. beam is being constructed to ply between Peterborough and Idyl-Wild, a new tug and two new scows are being built for transportation purposes. The contract for the new Normal School has been let at $53,800.00. A by-law to provide funds for a new Collegiate Institute was carried at the recent municipal election. The building will be constructed this summer. Wholesale and retail trade has been good. The rates of wages remained unchanged. The labour market was free from all unrest and industrial troubles.

At a recent meeting of the contractors of Peterborough, it was unanimously decided to form a builders' exchange for the protection of local contractors. It was considered that with the great demand for building material of all kinds the exchange would be of valuable assistance in helping to keep lumber, etc., from being exported to outside places. By so doing the local men will have a better choice and get lumber of all kinds when wanted. It would also assist local contractors in securing local contracts. It would establish and maintain uniformity in wages, give valuable business information, avoid, if possible, and adjust trade difficulties and misunderstandings and promote good feelings amongst all engaged in the building trade.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers are being educated in procuring the best class of cows for dairying purposes. There is a strong movement on foot between dairymen of Eastern and Western Canada to establish a dairy show to be held once a year. In Lindsay a dairy association has been recently formed.

Port Perry Winter Fair was a great success, all kinds of farm produce and stock were exhibited, and good prices were given. In Lindsay a poultry show was held; over 1,000 birds were shown from different sections of the province. The farmers' institutes are also taking up the matter of better dairying equipments throughout the district of Peterborough.

Fishing.—Conditions were dull.

Lumbering.—Very dull.

Manufacturing.—Very busy.

Mining.—Dull.

Manufacturing.—Munn's planing factory and cheese box mill were very busy This firm has procured a large tract of land (wooded) and is busy getting timber into its mill, and having it cut into lumber of all dimensions. It is also doing a large custom trade with farmers who have logs to cut. The Rapid Tool Co. has got its factory in order now. It has from twenty to thirty men employed, fifteen of whom are local and the others experienced men brought from other places. The J. J. Turner Co. was very active for this season of the year; large orders for export trade are always on hand. This firm has bought out the Grand Opera House and will run it in conjunction with its business. All other industries in Peterborough were running full time. The Wm. Hamilton Co. was running overtime in part of its foundry The Madison-Williams Foundry of Lindsay, is now in running order. The Port Perry Canning Co. is increasing its capital stock to $40,000.00, shares to be $40.00 each. This firm employs during the canning season 90 female and 50 male employees, pays in wages $10,000.00, pays to farmers for produce $16,000.00 and manufactures 40,000 cans during the season.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, gas and steamfitters, stone cutters and

builders' labourers were dull. Carpenters and joiners, lathers and plasterers, painters and paperhangers and plumbers were active.

Metal, engineering and shipbuilding.—Iron moulders' workers and helpers, machinists and engineers and steam engineers, electrical workers and tool sharpeners were active. Linemen, brassworkers, blacksmiths, boiler makers, ship workers, sheet metal workers, horseshoers and jewellers were busy, with bicycle workers dull.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, carriage workers, car builders (on repairs) and pattern workers were busy. Coopers were dull.

Printing and allied.—These trades were busy.

Clothing. — Journeymen tailors, garment workers, boot and shoe workers were busy. Hat workers were very dull.

Food and tobacco preparation.—Bakers, and confectioners, butchers and meat cutters, ice cutters and drivers were busy. Cigar makers and tobacco workers were active.

Leather.—Leather workers, harness workers, and collar makers were busy.

Miscellaneous.—Barbers were active. Broom makers, clerks and stenographers and furriers were busy, as well as laundry workers. Delivery employees, hotel and restaurant and theatre employees were very busy.

Transport.—Railroad workers of all classes at this season of the year were busy. All classes of steamboat workers were very dull. Street railway employees were busy. Cab drivers and hackmen were very busy. Carters and draymen were active. Teamsters were dull, but expressmen were busy.

Unskilled labour.—This class of labour was dull.

DISTRICT NOTES.

The hauling of wood, hay, straw and grain to the markets and making general renovations for spring formed the principal work among farmers in the district. General stores were doing a steady trade. Small saw mills and grist mills were doing a good business. Trade of all kinds throughout the district is enjoying a good measure of prosperity.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was generally active, except as affected by adverse weather conditions, and skilled workers in the indoor trades had plenty to do. Many unskilled labourers were temporarily idle, but the number of the unemployed was less than usual at this season. There was a decided surplus of clerks and salesmen. Prospects for the coming season are encouraging, and building promises to be very active.

The annual report of the harbour master showed that 3,406 vessels entered the port of Toronto during 1906, being 74 more than in 1905. The total tonnage was 1,524,827 tons.

The Canadian Northern Railway Co. has purchased about 110 acres in the Don Flats at prices varying from $650.00 to $800.00 per acre. It is understood that the land will be used for round houses, car sheds, repair shops and other requirements of the railway.

Building permits were issued during 1906 to the value of $13,150.000, as against $10,370,000.00 in 1905. The list of new buildings includes 218 stores and offices, 13 hotels, 24 warehouses, 39 workshops, 33 factories and 2,090 brick, 421 rough-cast and 192 frame dwellings, besides alterations.

The long continued dissatisfaction of the citizens with the management of the Toronto Railway Co. culminated in the city engineer receiving instructions on the 21st in pursuance of a resolution passed by the City Council to call on the police force for assistance to prevent the cars on certain lines being run over the new routes recently adopted. On the 22nd a force of police prevented the cars from going over the new routes, whereupon the company stopped the service

on these lines. The City Board of Control thereupon applied to the Ontario Railway and Municipal Board to compel the company to resume operating the service on the old routes. The Railway and Municipal Board on the 23rd issued an order restoring the service as before the interruptions until the final determination by some tribunal having jurisdiction of the dispute between the city and the company, and enjoining the city from interfering with the operation of the cars.

Business Systems, Limited, has purchased a site and completed plans for the erection of a five-storey factory building, 130 feet by 60 feet, to be completed by August 1st.

The receipts of the Toronto Street Railway for December were $275,185 as compared with $243,764 in December, 1905.

The arrival of electric power from Niagara Falls in Toronto marks an advance in industrial development, as owing to the magnitude of the work and the unprecedented conditions new types of generators had to be constructed. Five units are already erected, or in course of construction, at the Falls, each one capable of producing about 15,000 horse power. From the generators the current is conveyed to the high voltage switchboard which with its connections, cost $300,000, and thence through a conduit to the transformer house a short distance away. Here it passes through one of twelve water-cooled transformers and the voltage is increased from 12,000 to 60,000 volts to overcome loss in transmission. From the transformers it is sent eighty miles to the sub-station on the Davenport Road, Toronto, where it is reduced to a voltage of 2,200. The Toronto Railway Company and the Toronto Electric Light Co. have been supplied with rotary converters to adapt the current for general use. The heavy metal castings for the penstock and the steel gratings of the power house were made by the Canada Foundry Co., and the metal work of the 1,300 towers extending from Niagara Falls to Toronto, weighing in all some 2,250 tons was also supplied by this company.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had little to do except take care of stock. The roads during most of the month were in excellent condition, giving good opportunities for marketing produce, prices of which were good.

Manufacturing.—The month was generally busy, with the exception of a short period, when many of the establishments closed for stock taking and repairs. The iron trade was very active, with many orders ahead, and every prospect of a prosperous season. The continued expansion in railroad construction with the heavy demands for equipment owing to the prevalent shortage in rolling stock will ensure plenty of orders in the heavier lines for some time to come. The Canada Foundry Co. has extensive contracts for locomotives on hand, and has nearly completed an extension of its machine shop, doubling its capacity. The same firm is filling large contracts for Bueyrus Steam shovels, weighing ninety tons each, which it has recently begun to manufacture.

The "Rapids King" was launched on the 9th at the shipyards of the Canadian Shipbuilding Co. She is a passenger steamer built for the Richelieu and Ontario Navigation Company, 240 feet in length, with double the accommodation of the present boats on the Company's line.

The Dominion Radiator Company will erect new works at the head of Dufferin St. The buildings will be 2,500 feet in length, and the plant when complete will be one of the largest in America, the cost being estimated at $300,000.00 The Andrew Darling Company has begun the erection of a new factory and warehouse to be a nine-storey building of steel and reinforced concrete, with a frontage of 112 feet, costing $150,000.00.

Railroad construction.—The Grand Trunk Railway Co. has obtained an order permitting it to build a spur or branch line in the eastern part of Toronto to accommodate industries established in that locality.

CONDITION OF PARTICULAR TRADES.

Building.—So far as the weather permitted the building trades have found work more plentiful than usual during mid-winter. A great many contracts are being finished and some new work undertaken. A fair proportion of those engaged in indoor work were employed. Plumbers, steam and gas fitters were generally well employed. The Federated Council of Building Trades on the 28th instant decided to form a committee to look into municipal and legislative contracts and see that "fair wage" conditions are observed.

Metal, engineering and shipbuilding.—Activity prevailed in nearly all lines. Out-door sheet metal workers were slack. Brass workers also had a quiet month on account of the metal polishers strike. Jewellers and silversmiths were busy.

Woodworking and furnishing.—Cabinet makers, furniture workers, upholsterers, carriage workers and coopers had a good month. Piano workers were fairly well employed, but a few were out of work. The Piano and Organ Workers' Union has withdrawn its delegates from the District Labour Council on account of differences arising out of the late strike.

Printing and allied.—These trades had plenty of work.

Clothing.—Custom tailors had a quiet month. Garment workers, boot and shoe workers and other trades had steady work.

Food and tobacco preparation.—Bakers, confectioners, butchers, brewery workers and cigar makers were busy. Ice cutters were actively employed during the latter part of the month.

Leather.—Harness makers had continuous work.

Miscellaneous.—Hotel and restaurant employees had plenty of work. Laundry workers were slack. Clerks and salesmen had a quiet month. Teachers in the public schools have been given increased salaries.

Transport.—Railway employees had an active month. Street Railway men were fairly well employed, but a number have been dismissed, the management stating that they have no need of their services.

Unskilled labour.—A large number were out of work, as is usual at this season.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

January was a good month in nearly all lines of industry, and employment for the season of the year was excellent There was little demand for more workers in any line, but local artisans were practically all employed. The Canadian Nut and Bolt Company will build a factory here at once. A number of large orders are waiting to be filled as soon as the new plant is running. From thirty five to fifty hands will be employed. The manufacture of automatic fire shutters has been commenced here, and a separate factory for this work may be built. At present another concern is building the shutters. The William A. Rogers Company has commenced the plating of silverware, the work being carried on in the Ontario Silver Company's factory. Trade was fairly good and financial conditions satisfactory. The new general hospital was opened on January 22. Sewer construction was being carried on to a small extent.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was practically no agricultural work going on.

Fishing.—Very little was done.

Manufacturing.—Factories were all doing well. The Oneida Community's chain and trap factory was busy. The McGlashan-Clarke Company gave over fifty hands steady work in its new silver-plating factory. The Niagara Falls Machine and Foundry Company secured several large orders. This Company will enlarge its foundry building and put on a night shift. They have six months' work on hand. The roller bearings

works were employing eighteen men. The neckwear factory was advertising for girl operators.

Railway construction.—Work on the Michigan Central, and Niagara, St. Catharines and Toronto roads was nearly finished for the present. The latter road will undertake further extensions in the spring. Several new electric lines for this district are planned.

Power development.—The Ontario Power Company put into commission a generator of 13,500 horse power capacity, the largest ever built. Others of the same size are to be installed soon. The Company has three 10,000 horse power generators running. The buildings of the Canadian Ramapo Iron Works were nearly completed. The electric equipment of the Canadian Ethinite Company's was being installed. The United States Government issued permits for the importation of 160,000 electric horse power into that country from the generating plants on the Canadian sides of Niagara Falls.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were quiet, owing to the difficulty of outdoor work at this season, and the completion of some buildings on which many men have been engaged. Bricklayers, masons, lathers, plasterers, and painters were all quiet. Carpenters were more active, but some men were idle. Plumbers and gas fitters were active. Builders' labourers were nearly all busy.

Metal.—Iron moulders and other employees of foundries and machine shops were active and the outlook in these trades was good. Electrical workers and linemen were busy.

Printing.—Printers were busy and there was a small demand for men.

Food and tobacco.—Bakers and confectioners were active, with cigar makers busy. Ice cutters and handlers were not employed.

Miscellaneous.—Clerks and stenographers were well employed, and delivery employees were active. Hotel and restaurant employees were busy for the season.

Transport.—Railway traffic has been rather quiet, though freedom from snow blockades facilitated the rapid movement of freight and obviated the necessity of employing extra men, as is often necessary at this season. All regular employees were working steadily. Street railway men were active, cabdrivers dull, and teamsters all working.

DISTRICT NOTES.

Welland.—The new electric street light system was inaugurated on January 13. Many men were employed in building the new turning basin on the canal. Three hundred men were working in the new cordage factory. The construction of the new steel plant and other manufacturing establishments went forward rapidly. A drop steel machine forging plant will be established here.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

January was quiet after the general activity of the preceding summer and fall months, though compared with the corresponding month of last year conditions were favourable. Owing to the severe weather, building operations and outside work were suspended. Merchants experienced the usual January quietness in trade; they were mainly engaged in stocktaking and making preparation for the coming spring. On January 7 a by-law was carried authorizing the extension of the waterworks system to the cemetery at a cost of $6,000.00.

Owing to the loss of the contract for lighting the Welland Canal, caused by the installation by the Government of an electric light plant for that purpose, and the competition of natural gas and electric light companies the St. Catharines and Welland Canal Artificial Gas Company has reduced the price of gas

to $1.00 per 1,000 feet all round; previously the price was $1.00 for heating and $1.50 for lighting. The City has secured a contract with the Stark Electric Light Company to supply arc lights at $39.50 each per annum, instead of $72.50, previously paid for each light to the Lincoln Electric Light Company.

The North America Smelting and Refining Company, of Hamilton, Ont., has decided to build a smelting plant to cost from $250,000.00 to $300,000.00, and is considering a site in the vicinity of St. Catharines. The smelter is to be used for the refining of the product of the Cobalt mines. The product turned out would be refined silver, cobalt and nickel, and the concern would employ from 50 to 60 men, all experts.

The Niagara, St. Catharines and Toronto Railway Company has announced that its line from Thorold to Fonthill thence to Welland will be completed and in operation by July 1, 1907, and probably a month earlier.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—With the exception of pruning fruit trees, farm work was confined to routine.

Manufacturing.—All mills and factories were running to their usual capacity, and employment was active.

CONDITION OF PARTICULAR TRADES.

Building.—The allied trades experienced their first slack month since the season's work for 1906 began. Owing to weather conditions the various branches of the building trades were quiet.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, coremakers, machinists and engineers, electrical workers and linemen, metal polishers and buffers, platers, brass workers, blacksmiths, sheet metal workers and horseshoers were active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers were active.

Printing.—Printers, bookbinders and pressmen, were busy.

Clothing.—Journeymen tailors were quiet, and boot and shoe workers active.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, cigar makers and tobacco workers found active employment.

Leather.—Tanners, curriers, and leather workers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, furriers, hotel, restaurant, and theatre employees and laundry workers were active.

Transport.—Railway trainmen, telegraphers, switchmen, freight-handlers, street railway employees, cabmen, hackmen, carters, teamsters, and expressmen were actively employed.

Unskilled.—Conditions were quiet.

DISTRICT NOTES.

Thorold, Merritton and Port Dalhousie.—The labour market was quiet for unskilled labour, and for workmen employed in the building trades, otherwise labour was active, and mills and factories were running full time. Business was rather quiet, as is usual at this time of the year.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was considerable activity in the construction of new factories and the enlargement of others. The John McPherson Shoe Company, Limited, has applied for letters patent to increase its stock from $100,000.00 to $300,000.00, and will extend its plant in the spring. It was announced that an amalgamation of two of Hamilton's largest industries has been arranged, viz., the Canada Screw Company and the Ontario Tack Company, under the name of Canada Screw Company, Limited. It is the intention of the consolidated companies to extend their buildings and plant largely, and add other lines to their present products. A new charter has

been applied for, very materially increasing the capital stock to cover the large extensions that have been decided upon. During the month the Ontario Lantern Company took out a permit for a $2,500.00 brick addition to its factory. The firm of Kahn & Company, iron and steel manufacturers, of Detroit, has decided to erect a plant in the east end of the city. The factory will be two storeys high, and about 100 workmen will be employed. Among Hamilton companies recently incorporated were: The Enterprise Corporation, Limited, capital $500 000.00, head office, Hamilton Ont.; The Philip Carey Manufacturing Company of Canada, Limited, capital $100,000.00, head office, Hamilton, Ont.; and the Wentworth Quarry Company, Limited, capital $60,000.00, head office, Hamilton, Ont. During the month the Labour Bureau of the Ontario Government opened an employment bureau in this city. Trade generally, wholesale and retail, was active during the month. Manufacturing in its various branches was also active.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were rather slack owing to the extremely cold weather. Painters and plumbers employed on interior work were fairly busy, but bricklayers and masons, carpenters, etc., were dull.

Metal, engineering and shipbuilding.—Moulders, coremakers, sheet metal workers, and electrical workers found conditions fair. Machinists, metal polishers and horseshoers were active, linemen slack, and blacksmiths busy. Jewellers were dull.

Woodworking and furnishing.—Furniture workers, varnishers and polishers were active, and pattern makers and coopers had fair employment.

Printing. — Printers, stenographers, bookbinders, etc., were busy.

Clothing.—Journeymen tailors were slack, and boot and shoe workers and garment workers active.

Food and tobacco preparation.—Bakers, butchers and meat cutters were busy, with tobacco workers active.

Leather.—The leather trades were busy.

Miscellaneous.—Bakers had fair employment, broom makers were active, and hotel, restaurant, and laundry workers (steam) were active.

Transport.—Steamboatmen, longshoremen and ship labourers were slack. Cab drivers were busy, also street railway employees.

Unskilled.—This class was dull.

DISTRICT NOTES.

Dundas.—Trade and labour was very active. The machine, axe and glove factories were all busy. The clothing industry was very active.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

For the season of the year, labour has been well employed, there being few out of work. The factories have been very busy, and in the iron trades some overtime has been worked. The annual report of the Water Commission shows a surplus of $25,342.00, being an increase of more than $2,000.00 over that of last year. The city relief officer announced that he spent nearly $100.00 more for charity during 1906 than in 1905, due to the arrival of immigrants, without funds, in the city. Merchants had a fair month. A by-law extending the sewerage system was carried by a large majority; this will ensure a busy season in civic work. The Courier Printing Company has just finished installing new machinery costing $7,000.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Activity prevailed in all manufacturing establishments. The activity in the iron trades was exceptional, and prospects for a busy year were bright. A local contractor has secured building contracts outside the city to the amount of $212.100.00.

The Ham & Nott Company will build a branch at Ottawa, to meet the demand for goods.

Railroad construction and employment.—Railroad construction was continued when the weather was favourable.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers were idle, but carpenters were busy. Lathers, plasterers, painters and decorators found employment dull. Plumbers were active.

Metal, engineering and shipbuilding.—Iron moulders and coremakers were busy, and machinists very busy. Electrical workers and linemen were active, and metal polishers, buffers, platers, boiler makers, sheet metal workers and horseshoers busy.

Woodworking and furnishing.—Carriage and waggon makers, pattern makers and coopers were busy.

Printing.—Printers and pressmen were very busy.

Clothing.—Journeymen tailors in most of the shops were busy.

Food and tobacco preparation.—Cigar makers and tobacco workers were busy. Bakers had a busy month, and confectioners and butchers a fair one.

Leather.—Saddlers and leather workers were fully employed.

Miscellaneous.—Barbers, clerks and delivery employees had a steady month, and furriers were fully employed. Hotel employees and laundry workers, especially the latter, were very busy.

Transport.—Railroad trackmen had a steady month, freight-handlers were busy, as were street railway employees. Cab drivers, carters and teamsters had a fair month.

Unskilled.—There were some unemployed.

DISTRICT NOTES.

Paris.—There were few unemployed in the town, and there was a demand for female operatives in the fabric mills. The mills and factories had an active month.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during January was in a somewhat better condition than is usual at this season. Indoor workers had steady employment. Outdoor work was at a standstill, owing to the severe weather. A considerable number who ordinarily work at outdoor employment when weather permits, have found inside employment temporarily, thus making the demand for indoor workers lighter. The building trades had little to do, except on interior work, but there are a number of large jobs to go on with. The vote on the loaning of $25,000 to Hurlock Bros. to build a new factory has been declared favourable after a recount. Retail trade was quiet, especially in the earlier weeks of the month. Iron moulders in one shop have changed from day work to piece work on the demand of the firm, and are working on the new system under protest, while a trial is being made of the price list offered. There have been no wages changed and no unrest during the month. The report of the Street Railway Commission for the past quarter showed a substantial increase over the same quarter in the preceding year despite the bad weather.

CONDITION OF PARTICULAR TRADES.

Building.—These trades had little to do except on interior work. As soon as weather permits, brick and stone work on a number of jobs will be resumed. The prospects for 1907 are for one of the largest building years in the city's history. Bricklayers and masons had a very dull month as had stonecutters, builders' labourers, carpenters, plasterers and painters.

Metal.—Iron moulders, machinists and tube mill workers had a busy month.

Woodworking. — Woodworkers, piano and organ workers, and carriage workers had a busy month. Upholsterers had an active month considering the season.

Printing.—Printers had an active month.

Clothing.—Journeymen tailors had a quiet month. Garment workers were active.

Food and tobacco preparation.—Bakers and confectioners had an active month. Ice cutting was in progress; the harvest will be a good one.

Textile.—Brussels carpet weavers and textile workers had a busy month.

Unskilled labour was in poor demand.

BERLIN, ONT., AND DISTRICT.

Mr. H. Peters, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was rather quiet in some branches during January as compared with the previous month. Owing to the exceptionally cold weather, the building trades were at a standstill, few men being employed. There was special activity in the shirt trades and a demand for additional labour. Wholesale and retail trade was quiet.

The annual gathering of the employees of the Williams Green & Rome Co., was held on January 4th in the Company's new assembly hall. Reports were read relating to the year's business. The orders on hand for next spring are ninety per cent ahead of what they were last year, which was the best in the Company's history. The business of the Company is ninety per cent greater than four years ago. The Company handed out to its 430 employees $1,835 in gifts as Savings Bank deposits.*

The Light Commissioners statement or December showed receipts of $2,084 and expenditures of $1,530. Electric receipts were $3,066.69 and expenditures $1,620.61. The net profit was $530.78.

The businesses of the Merchants' Rubber Co., and the Berlin Rubber Co. have been purchased by the Directors of the Consolidated Rubber Co.

*A special article dealing with the system adopted by this Company in dealing with its employees is published elsewhere is the present issue of the *Labour Gazette.*

There have been no changes in the rates of wages or hours of labour, and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were busy hauling sugar beets and marketing produce. The following are some of the prices received:—

Butter per pound	25c.
Eggs per dozen	30c.
Apples per basket	15c.
Cream per pint	5c.
Beans per pint	5c.
Cabbage per head	5c.
Celery two for	5c.

Manufacturing.—Conditions in some of the factories were somewhat quiet, although all were running full time.

CONDITION OF PARTICULAR TRADES.

Building. — All were quiet, though plumbers and gas fitters had an active month.

Metal engineering and shipbuilding.—Iron moulders, iron workers and helpers were busy. A number of linemen were engaged putting wires underground for the Telephone Company. Blacksmiths and horseshoers were well employed.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers, polishers and wood carvers were active.

Printing and allied.—Printers were busy, especially ad. setters and job hands, owing to an increase in advertising.

Clothing. — Journeymen tailors were dull, while garment workers were busy.

Leather.—Tanners and curriers, trunk and bag makers were active.

Miscellaneous.—Bakers were active, and broom makers dull. Rubber workers were active.

Unskilled labour.—There was not much demand for this class.

WOODSTOCK, ONT., AND DISTRICT.

Mr. R. F. Parkinson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

In practically every branch of industry the year 1907 opened with most encouraging prospects, conditions generally

being regarded as more favourable than those existing one year ago Without exception the factories of the district have had an active month. The demand for skilled labour has been steady, and in all but a few trades has exceeded the available supply. Unskilled labour has been very plentiful because of the large influx of labourers from the rural districts, who have been engaged on outside work during the summer. The open weather prevailing until near the end of the month permitted outside operations, and relieved the civic authorities from the necessity of looking after the unemployed. There are, however, in the district a considerable number of the immigrant class who are ill prepared to withstand a severe winter.

Exceptional activity again prevailed in the furniture, piano and organ, carriage and wagon making trades. The Canada Furniture Manufacturers, Ltd., reported all the work they could possibly handle. Similar conditions prevailed at the Karn Piano & Organ Co., where orders exceeded the output. The Thomas Organ Co., which has an extensive exhibit at the New Zealand International Exhibition, reported heavy increases in export trade, particularly with the British colonies. This firm was engaged overtime all month, as was also the Bain Wagon Co.

Shipments continued heavy. Bank clearings have been satisfactory. Following the unusually active holiday season, wholesale and retail trade has been dull. Existing conditions between employers and employees were most satisfactory and no changes in rates of wages or hours of labour were reported.

By a majority of 680, the rate-payers of Woodstock on January 1st, endorsed the Niagara Power proposals of the Ontario Government, and will enter into an agreement to purchase electrical power at a minimum charge of $19.00 and a maximum charge of $23.00 per horse power. The electors also carried by-laws providing for the appointment of a Parks Commission and the erection of a Carnegie Public Library.

The government has appointed immigration agents at all important points in the district to secure employment for newly arriving immigrants.

CONDITION OF LOCAL INDUSTRIES

Agriculture.—The farmers generally had a quiet month, there being little activity on the farms save in the shipping of live stock and grain.

Manufacturing.—All lines were reported busy. Orders are heavy, steady employment thereby being assured. Factory extension to accommodate the expansion of trade, due largely to the development of the Canadian West, are under consideration.

CONDITION OF PARTICULAR TRADES.

Building.—Work was confined entirely to interiors. The weather, the greater part of the month, was not favourable for either mason work or brick-laying. Carpenters and joiners were only fairly active. Plumbers, gasfitters and electrical workers had regular employment. Painters and paperhangers had a dull month. The supply of builders' labourers exceeded the demand.

Metal and engineering.—Iron workers, moulders and machinists were steadily employed. Blacksmiths and horseshoers were busy. Jewellers were inactive. Linemen were active.

Woodworking and furnishing.—Woodworkers, upholsterers, carvers and carriage and waggon workers had all the work they could do, large numbers, together with piano and organ makers, being engaged overtime.

Printing.—There was steady employment for printers and pressmen, conditions being generally active.

Clothing.—Journeymen tailors and garment workers were not busy. Boot and shoe workers were fairly active.

Food and tobacco.—Bakers and confectioners were not as busily engaged as in the previous month. Butchers were fully employed as were also cigar makers.

Leather.—Tanners and leather workers generally were fairly active.

Miscellaneous.—Clerks were steadily engaged. Delivery employees were less active.

Transport.—Railway men were busy, while all engaged in transport work were regularly engaged.

Unskilled.—The supply greatly exceeded the demand.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during January showed the same active conditions as in the previous month, except that outdoor work was at a standstill. Factory workers had an active month. Ruston's new planing mill was ready for occupation on January 31st, having been equipped with new machinery, and with room for double the staff of workers. The City Waterworks Department's total receipts for the year were $23,919.09, and expenditure $10,511.53, leaving a net revenue of $5,646.09. The new Board of Works recommended that the salary of one man at the sewerage disposal works be raised from $521.95 to $547.50 per year, and that the wage for a man and horse on the snow plough be increased from 25c. to 27½c. per hour. Wholesale and retail merchants reported trade very good.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were in their dull season. Market prices were: hay, $9.00 to $10.00 per ton; wheat, 67c. per bushel; barley, 40c. to 43c.; oats, 34c; eggs 25c. to 30c. per dozen; butter 25c. per pound; beef, hind quarters, 6½c. per pound; beef, front quarters, 5½c. per pound.

Manufacturing.—All factories were active.

CONDITION OF PARTICULAR TRADES.

Building.—The different branches were quiet.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers were active. Blacksmiths, boilermakers and horseshoers had a busy month.

Woodworking.—Woodworkers, carriage and wagon makers had an active month. Coopers reported business fairly good.

Printing and allied.—Printers were active.

Clothing. — Tailors reported business very good, and garment workers were busy.

Food and tobacco.—Bakers and butchers were very busy. Cigarmakers reported no men idle.

Miscellaneous.—Barbers, clerks and delivery employees were well employed. Hotel and laundry help was active.

Transport.—Railroad men were very busy, especially those engaged on freight trains. Cab drivers, draymen and teamsters reported business very good.

Unskilled labour.—This class was dull.

DISTRICT NOTES.

Clinton.—The Clinton Thresher Co. held its annual meeting. The financial statement was satisfactory and prospects for the coming year are bright, over $13,000 of orders being now on hand.

Goderich.—The C.P.R. buildings are being steadily proceeded with. The freight sheds are nearly finished, the roof on the engine and round house will soon be completed, and the station house is being pushed ahead as weather permits.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The year 1906 has been one of the most active ever experienced in London, in wholesale and retail trade, amount of building done, and extent of employment of labour. Not less than $1,200,000.00 was expended in building during the year. Realty transfers reached the sum of $2,033,485.00; or $506,080.00 more than in 1905. A list compiled by the Assessment Commissioners' Department of the larger manufacturing con-

cerns of this city shows that 12,325 people are employed therein as follows:—

187 manufacturers employ	8,833
57 wholesale houses employ	765
5 steam railways employ	1,000
4 cartage companies employ	62
4 express companies employ	69
2 telegraph companies employ	34
2 electric railways employ	226
14 chartered banks employ	140
8 loan and debenture companies employ	74
3 breweries and maltsters employ	165
21 printers and lithographers employ	535
London post office	161
25 coal and wood yards employ	143
2 departmental stores employ	80
Customs, inland revenue, weights and measures employ	38

At the present time there are two large buildings in course of construction, one for the McClary Mfg. Co., which will cost $55,000.00; it contains no less than 1,200,000 feet of lumber; the other is being erected by the Green, Swift Clothing Co., and occupying one block in length.

A new company, known as the Battle Creek Toasted Corn Flake Co., Ltd., of London, was formed during the month, with a capita of $100,000.00, and has purchased the plant of the local Health Food Co. A large two-storey addition to the factory is already underway; the Company will employ forty hands at the start. E. Leonard & Sons have decided to build an addition to their foundry at once, to be 54 by 60 feet. By-laws for fixed assessments for the Wortman & Ward Foundry and the London Canning Co., were defeated at the polls on the 7th of January.

The G.T.R. Company has about completed the work of raising the tracks west of the city, and has a force at work raising the bridge over the river. On this work the Company has been spending between $600.00 and $800.00 per day in wages, and as the work has been going on for over six months it has spent in all over $100,000.00 in wages. It is probable that an agreement will be reached shortly whereby the work will be continued through the city this year, and a new station be built. On Jan. 1, a C.P.R. staff was transferred from Toronto to London, and all trains between Toronto and Windsor, also on the St. Thomas, Goderich and Tilsonburg branches are now being dispatched from this city. The yards of the C.P.R., in this city are to be largely increased shortly. The South-Western Traction Co., intends to erect passenger depots at the terminals, and has ordered eight new cars to be delivered in the spring. The two-trolley system is to be done away with, and the system in use on other roads in Canada is to be installed.

CONDITION OF PARTICULAR TRADES.

Building.—Building operations were practically at a standstill owing to the severe weather. Bricklayers and masons were mostly all idle. Carpenters were fairly well employed. Lathers, plasterers and painters were dull, but plumbers were busy, and gas and steam fitters reported work fair. Stone cutters and builders' labourers were quiet.

Metal, engineering and shipbuilding.—Iron moulders reported trade extra good, with work for more hands n several foundries if room were available Coremakers and machinists were very busy, but electrical workers were quiet. Line men were exceptionally busy, owing to the storms. Metal polishers and stove mounters reported trade fair.

Woodworking and furnishing.—Carriage and waggon workers reported trade good. Car builders were only fairly busy. Coopers had plenty of work on hand.

Printing and allied.—Printers reported trade as good. Pressmen had all they could do. The Somerville Box Company has added two cartoon presses and a cylinder printing press to its plant. The Southam Printing and Lithographing Co., introduced the distribution of a portion of the profits among the different foremen.

Clothing.—Journeymen tailors reported a dull month. Garment workers were busy on spring clothing. Boot and shoe workers reported trade good.

Food and tobacco preparation.—Ice cutters were reaping their harvest, and a large force of men and teamsters were employed. Cigarmakers reported an increasing business, and more hands being employed. The custom returns show that $18,400 was collected from cigars

during December; almost one half the cigars manufactured in Canada are the output of London factories.

Miscellaneous.—Broom makers reported an increase in business. Furriers reported trade becoming slack. Theatre employees were busy. Laundry workers reported trade fair.

Transport.—Railway train crews reported a large amount of freight moving. Teamsters were only about half employed.

Unskilled labour.—There was a large number of men idle in the city.

DISTRICT NOTES.

Glencoe.—Plans are being prepared by C. W. Farncombe of London, for a sewerage system for the southern part of the village.

Ingersoll.—The John Morrow Machine Screw Co., has purchased the plant of the Ryall Screw and Specialty Co., of Montreal. This is the third business purchased by this Company within the last three months. The employees of the Ingersoll Factory were working overtime four nights a week.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Cold weather put a stop to work in the building trades, and as a result diminished the factory output to a considerable extent; otherwise the general condition of the labour market was decidedly favourable. On the railroads the rush of freight continued. Trainmen have been kept very busy and there was a steady demand for competent men. In the railway shops the men were rushed with work, and in many of the departments were obliged to work overtime to keep up with the demands of the traffic and mechanical departments. The Suthern-Innes Co.,reported the month of January as having been exceptionlly dull. The entire staff employed was not more than ten hands, whereas during the summer months the company employs from forty to fifty men. Those engaged at present are chiefly engaged in unloading logs. The supply is coming in slowly. Sanders & Powers, planing factory and contractors, reported that business has fallen off considerably since the cold weather set in. With the exception of a few odd hands the factory is engaging a full staff. Norsworthy & Co., iron founders, reported the month a good one, with plenty of work ahead. The Canadian Iron Foundry reported January as having been one of the busiest in the history of the company, the men working overtime. The by-law rê the Hydro-Electric Commission, was carried by a large majority, fully three-fourths of the ratepayers voting favourably. A company is being organized to open a canning factory in this city. A Carpet Cleaning Company will commence operation in this city in time for the spring rush. The Street Railway department drew upon the city treasurer or another $1,000.00 to meet current expenditure. Business with the merchants has been good. No changes in hours of labour or rates of wages have been reported. There is no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—With the exception of the Southern Innis Co., the local industries showed evidence of considerable activity. Iron workers, moulders, machinists and woodworkers have had an exceptionally busy month. In the railroad shops there was no cessation of work, all hands being employed, and in many departments there being a demand for overtime.

Railroad construction and employment.—Work on the road bed of the Michigan Central has been discontinued because of the severe weather, but the extra gangs are still employed at other work such as ice cutting and keeping the track clear. The weather has been most favourable for railway work, there being very little snow to block traffic.

CONDITION OF PARTICULAR TRADES.

Building. — Building operations received a check owing to the cold weather. There was no outside work going on, and very little inside work. As a result bricklayers, stone masons, plasterers, cement workers, painters, carpenters and other mechanics were for the most part idle.

Metal, engineering and shipbuilding — In this department the men have had a good month, and work could be provided for a few moulders, machinists, boiler makers, and blacksmiths. Linemen have been working in this city during the month, the gang numbering possibly eight men.

Printing.—Work has been steady but with no demand for additional help.

Clothing.—Journeymen tailors reported a fairly good month considering the season.

Unskilled labour.—There were a few idle men, but for the most part those who were laid off because of dullness of work in the building trades found work at odd jobs. There have been few requests for charity.

CHATHAM, ONT., AND DISTRICT.

Mr. J. R. Snell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fairly well employed, and the month compared well with the same month of previous years, supply being equal to the demand. No new industries have been started The armouries in Chatham are now completed. Commercial activity was about the same as last month. Retail trade was rather dull but compared favourably with other years. No change has taken place in rates of wages or hours of labour. There were no strikes or lockouts.

The Chatham Gas Co., has set February 15th as the date to commence supplying natural gas to the citizens of Chatham from their gas wells in Tilbury.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.— All factories were very busy. The sash and door factories were fairly busy with interior work, such as bank, office and store fixtures, which are shipped throughout Ontario and the Northwest provinces.

Railway construction —The C.W. & L.E., Electric Railway Co., was busy strengthening the Third Street Bridge in Chatham. The Company was also preparing to extend the road to Lake Erie in the spring.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, stone cutters and builders' labourers were idle; carpenters and joiners were fairly busy, and lathers and plasterers quiet. Plumbers, gas and steam fitters were busy.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, coremakers, machinists, engineers and steam engineers were busy. Electrical workers and linemen were fairly busy. Blacksmiths and boiler makers were busy and horseshoers fairly busy.

Woodworking and furnishing trades.—Woodworkers, upholsterers and coopers were busy. Carriage and waggon makers, and pattern makers were very busy.

Printing and allied.--Printers and pressmen were busy, with electrotypers and bookbinders very busy.

Clothing.—Journeymen tailors and garment workers were active, with boot and shoe workers busy.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were busy. Cigarmakers and tobacco workers were fairly active.

Leather.—Leather workers and saddlers were fairly busy.

Miscellaneous.—Barbers, clerks and stenographers and furriers were busy. Hotel restaurant and theatre employees, and laundry workers were busy.

Transport.—All branches of railway employees were fairly busy, with cab drivers, hackmen, teamsters and express men rather quiet.

Unskilled labour —This class was not much n demand.

DISTRICT NOTES.

The oil fields at *Tilbury* are proving very profitable. New wells are constantly being shot, and are giving good results. A million dollars has been expended in this field. The C.W. & L.E. Railway Co., is considering the extension of a branch line to the oil fields.

A large ice house is being erected at *Erie Eau* by the Lake Erie Ice Co.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported a follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was very little change in labour conditions during January, all working except bricklayers who lost some time on account of weather conditions. Several new industries are preparing to commence operations. The Mirton Baking Company of Detroit, the largest concern of its kind in Michigan, has purchased a large plant here and is having it thoroughly equipped for the manufacture of bread and all kinds of baked goods. The Company proposes catering not only for local trade, but also for that of western Ontario. Plans have been completed by the International Gum Manufacturing Company, of Detroit, to start a branch factory in this city; about 25 operatives will be employed. Wholesale and retail trade was a little quiet after the holidays. There were no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—All factories were running full time with plenty of orders ahead. The Canadian Salt Company is making extensive repairs to plant and is building a very large chimney.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades for this time of the year were active, and there were very few workmen idle. Prospects are good for 1907, as many buildings are being planned and several are to be commenced as soon as weather permits.

Metal, engineering and shipbuilding.—Activity prevailed, and in some branches men were in demand.

Woodworking and furnishing.—All were well employed.

Printing.—Conditions were very active.

Clothing.—Journeymen tailors had a quiet month.

Food and tobacco preparation.—Bakers, butchers, cigarmakers and tobacco workers reported plenty of work.

Leather.—Workers reported employment good.

Miscellaneous. — All were well employed.

Transport.—All branches of the railway service were well employed.

Unskilled.—This class was well employed.

DISTRICT NOTES

Sandwich —The Sovereign Bank will open a branch shortly.

Walkerville.—Activity prevailed in all branches of manufacturing and building, and most of the manufacturers are adding additions to their plants to keep up with the demand. The amount paid out for new buildings and repairs will reach a total of $250,000.00 to $300,000.00 for the year 1906.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Following a good holiday trade, January was comparatively dull in nearly all lines, as is usual at this season. Work in the woods was fully under way with the demand for labour well met, except among expert teamsters. Towards the end of the month the cold weather formed an ice bridge across the river, and

necessitated the laying up of the ferry some two weeks earlier than last year. The icemen were getting ready to gather their harvest, which promises to be a good one.

Labour was fairly well employed. Cold weather caused increased activity in the plumbing and steam fitting trades, and made business active for fuel merchants. The factories were all running full time, employing their usual staffs. During the past year a number of good buildings have been erected. Permits for the erection and improvement of buildings to the value of $150,000.00 were issued from May 1 to November 1. These were all to be erected within the fire limits. Outside the fire limits no statistics were available, but a number of dwelling houses, etc., were erected, both in Steelton and Sault Ste. Marie. Steelton also erected a new school valued at $21,000.00, and a $7,000.00 town hall.

This section depends upon the development of mining, and in connection with this industry, smelters are necessary.

The Board of Trade is endeavouring to induce manufacturers to locate here, also to beautify the town, and advertise it.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The heavy snowfall during the early part of December and a continuation of similar storms during January interfered with all classes of outdoor work. Outdoor building operations were practically impossible. On the railroads great difficulty has been experienced. Movement of the most necessary commodities has been carried on under very trying circumstances and the railroads have concentrated their efforts upon the supplying of fuel and the carrying of articles most essential to the needs of the people. The keeping of the lines clear of snow has given work to a large number of men.

One of the results of the interruption to traffic has been a rapid decline in the fuel stores of most of the cities and towns of Manitoba. At Winnipeg fears of a fuel shortage precipitated a run on the dealers which culminated in an actual shortage on January 24th, when many working men and others who cannot buy except in small quantities were unable to obtain wood. Some of the dealers were selling what they had in stock in small quantities. Wood in quarters of cords and coal by the hundred pounds were being sold so as to reach as many as possible. This serious situation lasted but for a day. The Board of Control of the city decided to purchase a supply and sell to all parties that were actually in need. As a result of their investigations they also reported that there was no actual shortage of fuel and that there was no real cause for alarm. The only difficulty they had to face was one of transportation. Upon representation being made to the railway companies the latter gave assurances that special efforts would be made to deliver to the fuel dealers in Winnipeg a specified amount daily. This arrangement is being carried out and all demands were being met on January 26th, and the prospects are that they will be met for the balance of the winter. As a result of the shortage, prices of wood advanced. It was not general, however, as many of the dealers, despite the shortage, made no change in their prices.

The industries of the city have all been active, and preparations were being made for an exceptionally busy year. Garment working factories and the various classes of ironworks were especially active. Transportation was limited to the capacity of the railroads. Complaints were general as to the lack of facilities. A very large proportion of the crop from the western provinces has still to be brought to the market and this continues to delay payments in the ordinary course of bus ness. The annual, returns of the clearing house show an increase in volume over 1905 of 36.4 per

cent. For the past six years the totals for each year have been as follows:—

1901	$106,956,720
1902	188,370,003
1903	246,108,006
1904	294,601,437
1905	369,868,179
1906	504,585,914

Wholesalers were active and the outlook is regarded as being exceedingly bright. Those who have heavy shipments to make regard the transportation difficulties as being serious.

Representatives of the Winnipeg Trades and Labour Council are petitioning the Manitoba Legislature to pass legislation requiring the insertion in all contracts let by the Provincial Government a fair-wage clause identically the same in principle as that employed by the Dominion Government. They are also asking the Provincial Government to enforce the Factory Act.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The following figures, based upon information supplied by the railroad companies and grain dealers, show the extent of the grain crop in the western provinces for the last six years:—

	Wheat.	Oats.	Barley.
1901	63,311,532	38,909,654	7,331,255
1902	67,034,117	45,139,455	12,718,839
1903	56,146,021	47,215,479	10,448,461
1904	54,390,678	44,620,520	10,920,850
1905	84,506,857	66,311,800	13,447,800
1906 (estimated	90,250,000	87,216,272	20,775,732

The wheat crop of 1905 is estimated to have produced in cash $53,300,065.85.

During 1906 there was a very large increase in the cattle trade as shown by the following statement:—

	Exported	Local Sales	Stockers	Totals.
1904	.....	.....	.....	40,433
1905	58,972	25,376	6,315	90,663
1906	85,737	40,897	3,792	130,426

The total number of hogs received in Winnipeg during 1906 was 82,051. The average price of hogs for the year was $7.11 per cwt., or an increase of $1.44 per cwt. over 1905.

Railroad construction.—The railroad constructed during the past three years have been as follows:—

	1904	1905	1906
Canadian Northern Ry., miles	530	440	197
Canadian Pacific Ry., miles	335	72	307
Great Northern Ry., miles	.....	.....	145

More lines are projected for 1907, and it is anticipated that there will be a very keen demand for railroad labour. It is difficult to ascertain what the demands will be.

CONDITION OF PARTICULAR TRADES.

Building.—Building was at a standstill, with the exception of indoor work. Plasterers, plumbers and electricians were all fairly well employed, but bricklayers and carpenters were doing nothing. Prospects for the year appear to be brighter than they were in January, 1906. At that time there were a large number of empty dwellings in the city but at the present time these are very rare. This fact is instanced in support of the claim that in house building the activity of the season just past will be repeated this year. In larger buildings there will be corresponding activity. The new grain exchange building remains to be wholly built and it is probable that a large new union railroad depôt will be commenced.

Metal, engineering and shipbuilding.—All foundries, railroad repair shops and kindred establishments were busy. Usually this is a quiet month, but this year there appears to be no diminution in the demand for products. The outlook is also very hopeful.

Woodworking and furnishing.—Woodworking establishments are not as pressed for work as they were in the later months of last year. No complaint however is being made and they look for a still larger volume of business in the coming season.

Printing and allied.—In these trades there was continued activity. There was a demand for linotype operators from the smaller towns that are growing so rapidly in Western Canada. A large number of men have recently left Winnipeg for the coast and for other cities west of Winnipeg.

Clothing.—Activity prevailed. Garment working factories are fully employed and the staffs are being steadily increased. As compared with previous years the factory operators say conditions are very much better.

Food and tobacco preparation.—Cigar-making establishments reported trade excellent. One firm recently removed to Montreal on account of the cost of labour. In the food trade a steady expansion is taking place.

Leather.—The saddlery factories reported activity. For some special lines of work there was a demand for skilled hands.

Miscellaneous.—There was a large number of idle men in the city looking for light indoor work. This is very difficult to obtain. For work in the woods there is a steady demand for men which is not being met.

Transport.—Experienced railroad men of all classes appear to be needed. The permanent way men are endeavouring to get an advance in pay. A committee representing the Brotherhood of Maintenance-of-Way employees conferred with the officials of the Canadian Pacific Railway about the middle of January and laid their claims before the latter. On January 8th a large number of the men working in the new shops of the Canadian Pacific Railway stopped work for the reason that they were not heated sufficiently. This cause of complaint was removed and the men went back to work.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour condition showed little change during January compared with December. The City Council has passed a resolution advocating legislation permitting debentures to be issued for a steel bridge at First Street, to cost $35,000.00; for a fire hall and appliances to cost $45,000.00; and for a cemetery, and that permission be asked, to the extent of $45,000.00, and such additional sums as the engineer may suggest, for the completion of a duplicate main and new intake pipes. The Canadian Pacific Railway Company will share in the expense of building the over-head bridge. Sales of Brandon real estate have been larger this winter than n any previous year; prices continued to advance. Retail trade was not as brisk as in the holiday season, but was fairly active. There has been no change in the rates of wages or hours of labour.

The fuel famine in Brandon has again become very serious. It having been found necessary to close the public schools. There has been no wood received for nearly two weeks, and the scarcity is proving a very serious matter with many citizens, more particularly with the poorer classes. All local dealers are out of both wood and coal, and are unable to fill orders. The city authorities have a few hundred tons of coal, which they are selling in small quantities at cost price.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A meeting of the Winter Fair Board was held on Monday, and ways and means were discussed re the holding of the 1907 winter fair. Committees on railroad, finance and buildings were appointed and arrangements made for the paying of all debts. The entries this year will be much larger than last, and in addition to the exhibit of various live stock associations, the Provincial Seed Fair and Provincial Poultry Show will be held at the same time. The dates selected are February 19, 20 and 21. A discussion as to building a suitable structure to house the permanent winter fair took place. The Board recognizes the importance of this fair and believes that it will eventually become one of the greatest attractions of the city and

district. The building will be erected early in the spring.

Railroad construction and employment.—The Hill lines from Gretna to Portage la Prairie, and from St. John, N.D., to Brandon will be open for traffic shortly. The stations at Brandon and at Portage La Prairie are only temporary.

CONDITION OF PARTICULAR TRADES.

Building.—All engaged in the building trades were idle, with the exception of some carpenters who were employed on inside work, and plumbers and steamfitters who were fairly active.

Metal, engineering and shipbuilding.—Iron moulders, machinists, steam engineers, sheet metal workers and boiler makers were active.

Woodworking and furnishing.—These trades were more or less idle.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors, garment workers, and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, cigar makers, ice handlers, and tobacco workers were active.

Leather.—Tanners and curriers were quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, laundry workers and furriers were actively employed.

Transport.—Railroad transportation was much interfered with by the heavy fall of snow, particularly on branch lines, some of which were completely blocked. Passenger traffic on the main line was very heavy, but the unfavourable condition of the weather has delayed the running of trains. Cabmen, teamsters and expressmen were active.

Unskilled.—There was no scarcity of unskilled labour. It was stated that a large percentage of harvest hands who came west to assist in harvesting the 1906 crops, have remained.

DISTRICT NOTES.

Portage La Prairie.—This town will ask the legislature for incorporation as a city.

Rosthern.—The council has authorized the Fire Committee to purchase a McRobie chemical fire engine, to cost $750.00.

The snow blockade has interfered, in some districts, with the delivery of fuel.

MOOSE JAW, AND DISTRICT.

Mr. J. R. D. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industry was at a standstill during January. This has so far been one of the coldest and stormiest winter experienced here. Fuel was not supplied in accordance with the demand, and there was suffering in outside localities. In Moose Jaw the electric power was closed off in mills and factories in order to save fuel, during the last week in the month. The railways had difficulty in keeping trains moving, and fuel and passenger trains constituted almost the entire traffic though there has not been a stoppage altogether.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was little employment among agriculturists. Farmers cannot ship grain owing to the car shortage, and the bad condition of the roads.

Manufacturing.—Factories were dull.

CONDITION OF PARTICULAR TRADES.

Building.—All in the building line were very quiet, only some inside work being done.

Metal, engineering and shipbuilding.—Quietness prevailed. Electrical workers and linemen were fairly well employed owing to the extension of electric lighting lines and telephone extensions. Horseshoers were very busy.

Woodworking and furnishing.—Car builders were busy.

Printing and allied.—Printers reported

business fair. Pressmen and electrotypers were fairly busy.

Clothing.—Boot and shoe workers were well employed.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were busy. The ice industry was very active.

Miscellaneous.—Barbers were fairly active. Clerks, stenographers, delivery employees, furriers, hotel, restaurant and theatre employees, laundry workers, etc., were fairly busy.

Transport.—Railroad conductors, locomotive engineers, firemen, telegraphers, trainmen, switchmen, trackmen, freight-handlers, teamsters and expressmen were fairly busy.

Unskilled labour.—There was a strong demand for unskilled labour by the Canadian Pacific Railway Co., for snow shovelling.

DISTRICT NOTES.

Prince Albert (*).—Some 1,500 men are at present at work in the woods in the employ of four milling companies and various special contractors. There are also a number employed cutting cordwood, railway ties, etc., in the district north of the city. A number are also employed at fishing. The building trades were active throughout 1906 and the outlook is for an increase in activity in 1907. The hauling of sand and gravel for street grading, etc., is employing all of the labour on hand. An estimate as to the number of non-residents employed in operations directed from this point during January was 2,000, the majority of them being homesteaders.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The present month has been the coldest the district has experienced for a number of years. Outside building was at a standstill, and the building trades generally had a slack month. Unskilled labour, however, was better employed than is generally the case during the winter months, and there were very few of this class idle. Ice dealers were busily engaged putting up their season's ice crop; this provided work for a number of unskilled labourers. Railway employees were better employed this winter than for a number of years, especially was this the case with machinists, boilermakers, car repairers and all classes of workmen employed around the shops, who were not put on short time this winter as is usually the case. All other classes of labour were well employed compared with former winters.

The building inspector, in presenting his annual report to the City Council, reported that the amount of building done in Calgary and suburbs was $2,400,000.

The Natural Gas Company, which has been drilling for gas near the city, has reached a depth of 165 feet, and expects to go to a depth of 3,000 feet. In boring for oil at Medicine Hat the Canadian Pacific Railway Company struck gas at a depth of 1,000 feet.

The railroads were very busy, both passenger and freight traffic. The bank clearings for the week ended January 25 were $1,100,541, a decrease compared with the corresponding week of December. The Royal Bank of Canada opened an office in Calgary during the present month, which makes thirteen banks doing business in the city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The Alberta farmers held a convention in Calgary on January 9 and 10. A resolution was passed requesting the Dominion Government to devise means to guard against coal famines, either by making arbitration compulsory, or by taking charge of the mines in cases of labour troubles. There has been a heavy loss of livestock on account of the cold weather.

Mining.—The coal mines in the pro-

(*) The information contained in this paragraph was furnished by Mr. Joseph Walton, Secretary of Federal abour Union, No. 4, Prince Albert, Sask.

vince have been taxed to their utmost capacity to supply the demand for coal. The dealers were short of coal at the commencement of the winter. The very severe winter in the west has caused a much greater demand for coal than in the preceding winter. The railroads have had trouble in transporting fuel, and consequently many citizens have experienced much difficulty in obtaining a sufficient amount of fuel necessary in consequence of the extreme cold weather.

Railroad construction and employment.—The Canadian Pacific Railway Company is at present preparing plans for a new station at Calgary; the building will be constructed of Calgary sandstone, of which an unlimited quantity can be obtained close to the city.

Postal returns.—The Postal returns for the year ending June 30, 1906, show a very large increase over the preceding year. The returns for the whole province also show a substantial increase.

Assessment.—The city assessor has submitted his report for 1907. There is a marked increase over the amount of the assessment for 1906. The total assessment for 1906 is placed at a little less than $8,000,000, and for 1907 at over $12,000,000. Petitions are being circulated through Routeville, Bankview, Hillhurst, Riverside and Breweryville with a view of having these suburbs brought within the city limits of Calgary.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers and plasterers, stone cutters and builders' labourers were dull, and painters, decorators, plumbers, gas and steamfitters were active.

Metal and engineering.—Machinists, engineers, steam engineers, blacksmiths, boiler makers and horseshoers were busy, and sheet metal workers and jewellers active.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers were active.

Printing—Printers, pressmen and book binders were active.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were active. Ice-handlers and cigar makers were busy.

Leather.—Saddlers and leather workers were active.

Miscellaneous.—Barbers, delivery employees, hotel, restaurant and theatre employees, and laundry workers were busy, and clerks and stenographers active.

Railroad construction and employment.—Railroad trainmen, telegraphers, switch men and trackmen were busy, with freight-handlers actively employed. Cabmen, hackmen, carters, draymen, teamsters and expressmen were also busy.

Unskilled.—This class was better employed than is usually the case at this season.

DISTRICT NOTES.

Lethbridge.—An automobile manufacturing company has been formed, the only one in western Canada, and it is expected the first machine will be turned out in a few weeks. The Raymond Sugar Beet Company has finished the season's run; it purchased 18,300 tons of beet out of which was manufactured 46,700 bags of sugar.

EDMONTON, ALTA., AND DISTRICT.

Mr. J A. Kinney, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment continued active, though the usual cold weather has had the effect of limiting outside construction work to a few jobs. Snow in Saskatchewan and Manitoba has seriously impeded transportation, but wholesale trade continued active, and retail trade was fair. There has been no changes in rates of wages or hour of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Quiet conditions prevail, as is usual at this season of the year.

Lumbering.—Operations have been active, more men being employed in the woods than ever before. There was a continual demand for bushmen, and the probabilities are that twice as much lumber will be taken out of the woods this winter as in any previous season.

Manufacturing.—The manufacturing of stock in planing mills continued active.

Mining.—Coal mining was very active.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were not employed to any great extent and carpenters and joiners were employed only part of the time. Lathers and plasterers were fairly busy. Plumbers and steamfitters found trade quiet, stone cutters had little to do, and builders' labourers were employed about half time.

Metal, engineering and shipbuilding.—Sheet metal workers and jewellers were fairly busy.

Woodworking and furnishing.—Carriage and waggon makers were busy.

Printing.—Printers were busy.

Clothing.—Journeymen tailors were fairly busy.

Food and tobacco preparation.—Cigar makers found conditions satisfactory.

Miscellaneous.—Barbers reported trade good. A number of new shops have started during the month. Clerks and stenographers were numerous enough to meet the demand, and the same conditions would apply to delivery, restaurant and hotel employees.

Transport.—Teamsters and expressmen were busy.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during 1906, compared with 1905, were much more active in all lines. A keen demand for labour continued throughout the year, but with the exception of a short time during the fishing and harvesting season the supply was equal. In most lines slightly higher wages was paid than during the previous year. In the lumber business the increased cost of production and the keen demand was the means of raising the price of lumber several times during the year. Some new industries were put in operation and some more are under way and will be in operation early in 1907. The merchants reported the past year's business to have been considerably in excess of the previous year, and the prospects are good for even a more prosperous year during 1907. The custom receipts in 1906 at the port were $80,986.00 as compared with $77,269.94 for 1905. The land registry fees for 1906 were over $20,000.00, for 1905, they were $9,600.00. Mining receipts also showed considerable increase for the past year. About 16,000,000 feet of lumber was shipped from here to foreign ports during the year

The labour market during January was somewhat quiet owing to the unprecedented fall of snow which came about the first of the month. This with cold weather had the effect of closing the saw mills, thus throwing a large number of men temporarily out of employment. Ice on the Fraser River has interfered with navigation to some extent, making it difficult to get supplies to this city, particularly coal, a shortage in which was reported during the month. This was fully met later, and at no time was any suffering caused by it.

A strike of machinists took place during the latter part of December, the men demanding an increase from 36c. to 40c. per hour. Their demands were acceded to and they returned to work after losing only half a day's pay. Owing to increased business, the Canadian Pacific Railway Company will spend about $12,000.00 in building additions to freight sheds and wharves in this city. The cold storage plants in the city will be enlarged during the coming season to meet the increased demand. A cooperage factory will be in operation in this

city in the near future, machinery for the same having been ordered. The V.W. & Y. Railway will extend its tracks along the waterfront in this to the city limits, application having been made to the City Council for permission. The surveyors who are laying out the projected lines of the electric railways between this city and Chilliwack and Eburne have had considerable difficulty owing to the heavy snowfalls. Owing to the keen demand for lumber in San Francisco the ship Chelmsford was towed from that port to this city recently to load lumber. A heavy expense is incurred in towing a vessel this distance, but the high price of lumber in the south justifies it. The S.S. "Tottenham" cleared from this port during the month with a cargo of railway ties for the Mexican coast. At a meeting of the city officials and the water front lessees held in this city recently, it was decided to raise the price of leases of the water front lots so as to increase a revenue to the city without working a hardship on the parties interested.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This industry was quiet, not much outside work being done. Plenty of food is to be had for stock, hay being quoted at $16.00 per ton.

Fishing.—Fishing on the Fraser River is at a standstill at present, owing to ice in the river. Eastern dealers have been notified of an increase in the price of canned salmon owing to the increased cost of production and a shortness of supply.

CONDITION OF PARTICULAR TRADES.

Building.—The various sections were dull.

Metal, engineering and shipbuilding.—Iron moulders workers and helpers, machinists and engineers were active, as well as blacksmiths and horseshoers. Electrical workers were dull.

Woodworking and furnishing.—Woodworkers, upholsterers, carriage and wagon makers, car builders (electric) were active, but shingle weavers were dull.

Printing and allied.—Printers and press men were active.

Clothing.—Journeymen tailors were dull, but garment boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters were active, but cigar makers were dull.

Leather.—Tanners and curriers were active.

Miscellaneous.—Barbers, clerks and stenographers hotel and restaurant employees and laundry workers were active.

Transport.—Steamboatmen, ship labourers and longshoremen were dull. Street railway employees, teamsters and expressmen were active.

Unskilled labour.—This class of labour was dull.

DISTRICT NOTES.

The town of *Ladner* is now lighted by electricity.

Two coal companies are now operating in the *Nicola Valley,* a train service is expected to be in operation shortly, which will give connection with the main line of the C.P.R.

VICTORIA, B.C., AND DISTRICT.

Mr. J. D. McNiven, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During January labour conditions were fair, being more active than is usual at this season. While employment was not general, this was not because of dullness in trade, but on account of unfavourable weather conditions. Work will shortly be commenced on a new wharf for the Alaska Steamship Company, new car sheds for the British Columbia Electric Railway Company, a new elevator for the Sylvester Company, and additions to the Victoria Phoenix Brewery, which will mean a total outlay of about $50,000.00. A new paint factory is also to be established, and a company to be known as "The Bakeries, Limited," was incor-

porated to engage in the manufacture of bread, cakes and pastry on a large scale

On December 1 the machinists of the city received an increase in wages of 25 cents per day, being from $3.00 to $3.25, and from $3.25 to $3.50 per day. Printers employed in the Government Printing Bureau received an increase in wages from January 1, corresponding with the increases recently granted in commercial offices in the city, as reported last month. There was no change in the strike situation at the shipyards during the month. Between 150 and 200 men, boiler makers and their helpers, shipwrights, ship carpenters and joiners have been out since December 1. Work in these branches was practically at a standstill and many of the strikers have left the city.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Mills in the city and throughout the district were running to their full capacity.

Manufacturing.—Business was brisk in nearly all lines and some new enterprises were promoted.

Mining.—Conditions were normal.

CONDITION OF PARTICULAR TRADES.

Building.—For the season of the year the building trades were unusually brisk. Mechanics in the different branches were well employed, except during a portion of the month when weather conditions interfered with outdoor work. Bricklayers, masons, carpenters and joiners had fair employment, but lathers and plasterers had a dull month. Painters and decorators had fair employment, but there was not enough work offered to keep all employed. Plumbers had a very busy month, and stone cutters were fairly well employed, as also were builders' labourers.

Metal, engineering and shipbuilding.—Owing to the strike inaugurated early in December in the shipbuilding trades for an eight-hour day and other demands, which still remains unsettled, conditions in the various shipyards were very unsettled. In the boiler and woodworking departments work has been practically stopped for the past two months. Iron moulders were well employed, and machinists and steam engineers had full employment. Electrical workers and linemen were fairly well employed. Blacksmiths employed in carriage and repair shops were busy. Horseshoers had a very busy month, but boiler makers, iron shipbuilders, shipwrights, and caulkers were nearly all idle owing to the strike.

Woodworking and furnishing.—Woodworkers, upholsterers and carriage and waggon makers were well employed.

Printing.—Printers, pressmen and bookbinders had a very busy month.

Clothing.—Journeymen tailors had a fair month, and garment workers were busy.

Food and tobacco preparation.—Bakers, butchers and cigar makers were busy.

Leather.—Harness makers and saddlers were well employed.

Miscellaneous.—Barbers, clerks and delivery employees reported conditions fair, and laundry workers were busy.

Transport.—A large number of steamboatmen and steamboat firemen who winter here, but are employed on the northern rivers during the summer season, were idle. Conditions locally were fair and employment good. Ship labourers and longshoremen were fairly well employed. Street railway employees, cab drivers and hackmen were busy, and carters, draymen, teamsters and expressmen had fair employment.

Unskilled.—While a fair proportion of this class were employed, more than is usual at this season of the year, there was not sufficient work to provide employment for all.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been no change in the condition of the labour market, for those employed inside and in the mines, since last month there having been steady

work and a demand for men in most of the industries, especially in the coal mines. Outside work has been suspended or greatly impeded, by the exceptionally cold weather and deep snow. Exceptional activity continued in the lumber and logging industries. The coal trade showed more activity than for several years, and the local mines were taxed to their full capacity and could hardly meet the demands of the market. Trade has been above the average, the usual January slackness not being much in evidence among both wholesalers and retailers.

The Western Fuel Co. has granted a bonus of 5 per cent on the gross earnings of its employees for the month of January and 10 per cent for February, to continue until the present condition of the coal trade changes. The Wellington Coal Co. has also granted an advance of ten per cent, taking effect from the first of the year.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Herring fishery is now in full operation, and the fish are running well. The pack this year will largely exceed that of last year, as there is an increasing demand for the fish cured by the Scotch method, and for the plain salted fish. The Whale Fishing Co. on the West Coast of the Island is about to establish a fishing station on the Gulf of Georgia, so as to be able to fish the year round, the weather being very rough on the west coast during the winter months.

Lumbering.—The sawmills in this district were working to their full capacity, but most of the logging camps have been shut down owing to the severe weather. The demand for logs is on the increase, and is greater than the present output.

Mining.—There is not much new work going on in the quartz mining sections of the district, but it is expected from the number of inquiries and representations of eastern capitalists that there will be a large amount of work done as soon as spring opens, and men can be secured. Among the coal mines, conditions were very busy, the mines working to full capacity, and the different companies reporting a general shortage of men. The demand for coal is greater than it has been for many years. There has been little work at the quarries during the month.

CONDITION OF PARTICULAR TRADES.

Building.—There has been little work done. Plumbers have been very busy owing to the exceptionally cold weather.

Metal, engineering and shipbuilding — Engineers reported work as active. Blacksmiths and carriage makers have been exceptionally busy for the time of year.

Printing.—Printers were active.

Transport.—Teamsters and expressmen were quiet.

Unskilled labour outside of the mines has not been active.

DISTRICT NOTES.

The smelter at *Ladysmith*, which has been undergoing extensive repairs and improvements, is expected to start up soon.

LABOUR ORGANIZATION IN CANADA DURING 1906.

THE tables published herewith show, by industries and groups of trades, the labour organizations formed and dissolved in Canada during 1906, with details relating to locality, date of organization and other particulars. The tables are based on information collected by the Department during the year from the daily press, the trade journals of the different central labour organizations, and other sources, details having been obtained or verified by correspondence with the secretaries of unions, the organizers of central bodies, the correspondents of the *Labour Gazette*, and other persons in a position to furnish accurate information.*

The General Result.

The total number of labour organizations formed in Canada during 1906, according to the information received by the Department, was 154, and of organizations dissolved 85, leaving a net increase during the year of 69 in the number of unions in existence. Compared with the record during 1905, the returns show a marked increase in the activity of organization, the number of unions formed in that year being 103, and of unions dissolved 105, or a net loss of 2. Compared with 1904 also an increase in activity was shown, the net increase in the number of organizations during that year being 44. In 1903, there were 275 unions formed and 54 dissolved, or a net increase of 221.

The Record by Industries and Trades.

The following is a statement, by industries and trades, of the unions formed and dissolved during 1906:—

Fishing.—A number of additional branches of the Fishermen's Union of Nova Scotia were organized, some 16 stations being represented at the annual convention held at Halifax, N. S., in September, compared with 4 stations at the annual convention held in September, 1905.

Mining.—Two miners' lodges of the Provincial Workmen's Association were formed in Nova Scotia, and 3 went out of existence. The Western Federation of Miners organized branches at Cobalt, Ont., and at Howe Sound, B. C., and the United Mine Workers' of America organized branches at Lethbridge and Taber, Alta. A branch of the former at Morrissey, B. C., went out of existence. One Quarrymen's Union was formed, and one dissolved.

Building trades.—The chief activity of organization was among carpenters and joiners, 16 branches of the Amalgamated Society of Carpenters and Joiners, and 11 of the United Brotherhood of Carpenters and Joiners having been formed, while 14 branches of the former organization and one carpenter's helpers union were dissolved. There were 3 branches each of the Bricklayers and Masons' International Union and of the United Association of Journeymen Plumbers, Gas and Steamfitters and Steamfitters' Helpers organized, and 5 branches each of the Brotherhood of Painters, Decorators and Paper Hangers of America, and of the Hod Carriers and Builders' Labourers' Protective Union, together with one branch of the Journeymen Stonecutters' Association of America. Branches of the Operative Plasterers' International Association and of the United Association of Plumbers, Gas and Steamfitters and Steamfitters' Helpers surrendered their charters. The Gravel Roofers' National Union of Montreal was also dissolved.

Metal, engineering and shipbuilding trades.—Among unions formed were an Iron Moulders' Conference Board for Ontario, a branch of the Iron Moulders' Union of America, two branches of the International Brotherhood of Black-

*Instances may have occurred of labour organizations in particular localities having been formed or dissolved without the fact being reported to the Department, though the extent of organization and dissolution in the several trades or provinces is indicated with considerable accuracy in the table. It was found difficult, however, some instances to obtain exact information with regard to the causes leading to the surrendering of charters.

smiths, three branches each of the Brotherhood of Boilermakers and Iron Shipbuilders, the International Association of Machinists, and of the Association of Bridge and Structural Iron Workers, and one branch each of the International Union of Journeymen Horseshoers, the Amalgamated Sheet Metal Workers' International Alliance and the Canadian Stationary Engineers and Firemen's Association. There were also two branches formed of the International Association of Steam Engineers. The unions dissolved included 6 branches of the International Association of Machinists, 3 branches of the International Brotherhood of Electrical Workers and Linemen, and branches of the Canadian Federation of Brass Workers, the International Brotherhood of Blacksmiths, the International Brotherhood of Boilermakers, the Iron Moulders' Union of North America, and the International Association of Bridge and Structural Iron Workers.

Woodworking and furnishing trades.—There were 2 unions formed, and 2 dissolved in this group. The former were branches of the International Upholsterers' Union, and of the Piano Workers' and Musical Instrument Workers' Union, and the latter branches of the Coopers' International Union and of the American Labour Union.

Printing and allied trades.—Among unions formed were 3 in affiliation with the International Typographical Union, a branch of the International Pressmen's Union, and Canadian Typographical Union No. 1. Two branches of the International Typographical Union, and a Newspaper Writers' Union went out of existence.

Clothing trades.—There were 7 unions formed, and 6 dissolved among these workmen. Three branches of the Journeymen Tailors' Union of America were formed, and 4 dissolved. Other unions formed were: a National Union of Shoe Die Workers, a Boot and Shoe Repairers' Union and 2 Fur Workers' Unions, while the other Unions dissolved were among Boot and Shoe Workers'.

Textile trades.—The Federation of Textile Workers of Canada was organized at Montreal, Que., with 10 branches and an executive council, during October.

Leather trades.—Two branches of the United Brotherhood of Leather Workers on Horse Goods were formed, and a Travellers' Goods and Novelty Workers' Union.

Food and tobacco preparation.—An International Cigarmakers' Union was organized at Brandon Man., and a National Cigarmakers' Uniou was dissolved at Quebec, Que.

Railway service.—Four branches of the Order of Railway Conductors, and of the Brotherhood of Railway Carmen were organized, as well as 2 branches of the Brotherhood of Locomotive Engineers, and a branch of the Brotherhood of Railroad Trainmen. The unions dissolved consisted of 11 branches of the International Brotherhood of Maintenance of Way Employees, 8 of which were amalgamated with other organizations chartered by the same central body. Two branches of the Brotherhood of Railway Carmen of America, and unions of Railroad Trainmen, Railway Freight and Baggagemen, and Railway Clerks were dissolved.

Street railway employees.—Two branches of the Amalgamated Association of Street and Electrical Railway Employees and a National Union of Conductors and Mortormen were organized.

General transport.—A branch of the International Longshoremen's Association was formed, and one dissolved. In addition, 3 Teamsters' and a Cabmen's Union were formed, and a Coal Handlers' Union dissolved.

Miscellaneous.—Among miscellaneous groups of employees, 2 branches of the Journeymen Barbers' International Union, 3 branches of the Bartenders' International League, 4 branches of the Industrial Workers of the World, together with a Soapmakers' Union, a Retail Clerks' Union and a Union of Post Office Employees were formed. Among the unions dissolved were, 2 Retail Clerks' Unions, 2 Assemblies of the Knights of Labour, and unions of broommakers, commercial telegraphers, musi-

cians, rubber workers, hotel and restaurant employees, culinary employees, laundry workers and bartenders. The Club National Ouvrier of St. Hyacinthe, also went out of existence.

Unskilled labour.—Three Federal Labour Unions and a National Labour Union were organized, and 1 Federal Labour Union and a Labourers' Protective Union, affiliated with the American Federation of Labour, were dissolved.

Trades and labour councils.—Trades and labour councils, were organized at Niagara Falls, Ont., Brandon Man., Regina, Sask., Prince Albert, Sask., Moose Jaw, Sask., Lethbridge, Alta., Fernie, B. C., and Revelstoke,B. C. Councils at St. Hyacinthe, Que., and at New Westminster, B. C., were dissolved.

Aggregate Results by Industries and Groups of Trades, 1903, 1904, 1905, and 1906.

The following table will show in detail the progress of labour organization in Canada during 1906, according to industries and groups of trades, compared with the years 1905, 1904 and 1903:—

TABLE SHOWING BY INDUSTRIES AND GROUPS OF TRADES THE NUMBER OF LABOUR ORGANIZATIONS FORMED AND DISSOLVED IN CANADA DURING 1903, 1904, 1905 AND 1906.

Industries or Groups of Trades	1903		1904		1905		1906	
	Unions Formed	Unions Dissolved	Unions Formed	Unions Dissolved	Unions Formed	Unions Dissolved	Unions Formed	Unions Dissolved
Agriculture	13	1	.....	1	.....	.....	.....	.....
Fishing	1	.....	.....	.....	5	.....	12	.....
Lumbering	.....	.....	.....	.....	.....	.....	.....	1
Mining	13	2	14	4	3	1	7	5
Building	48	4	35	25	22	13	44	18
Metal	42	6	25	12	11	13	18	14
Woodworking	14	2	1	13	54	8	2	2
Printing	7	4	9	1	12	2	5	3
Clothing	5	2	20	3	7	4	7	6
Leather	3	2.	1	.....	2	2	3	.....
Textile	.....	.....	.....	.....	.....	.....	11	.....
Food & Tobacco Preparation	9	2	2	11	7	4	1	1
Transport	61	8	21	18	18	50	19	18
Miscellaneous	32	11	14	14	6	1	13	13
General Labour	20	10	5	7	4	2	4	2
Trades & Labour Councils	8	.....	5	.....	2	1	8	2
	275	54	148	104	103	105	154	85

It will be seen that in most of the industries and trades the number of organizations in existence has considerably increased during the past year. The most marked increase took place in the building trades, the net gain amounting to 26 organizations. In the fishing industry there was a gain of 12 organizations, in the textile trades a gain of 11, in the number of trades and labour councils a gain of 6, and in the metal trades a gain of 4. In none of the groups of skilled trades was there a decrease, though in the printing, food and tobacco preparation, and miscellaneous groups, the number of unions in existence remained unchanged.

Compared with previous years the activity of organization was greater during 1906, in almost every branch, than in any year since 1903. In the building trades, for example, the net gain during 1905, was only 9 unions, and in 1904, 10 unions. In the metal trades there was a net decrease of 2 unions in 1905, compared with an increase of 13 in 1904, and of 36 in 1903. In the woodworking trades, however, there was a gain of 46 unions in 1905, and of 12 in 1903, compared with stationary conditions during 1906, and a loss of 12 in 1904. In the printing trades the net increases during the 3 preceding years were greater than in 1906. In the transport branches on the other hand, there were heavy decreases during 1905 and 1904, compared with an increase in 1906. Complete details will be seen at a glance from the accompanying table.

Record by Provinces, 1903, 1904. 1905 and 1906.

In the accompanying table the number of unions formed and dissolved during the years 1903, 1904, 1905 and 1906 are set forth by provinces.

TABLE SHOWING BY PROVINCES THE NUMBER OF LABOUR ORGANIZATIONS FORMED AND DISSOLVED IN CANADA DURING 1903, 1904, 1905 AND 1906.

Province.	1903		1904		1905		1906	
	Unions Formed	Unions Dissolved	Unions Formed	Unions Dissolved	Unions Formed	Unions Dissolved	Unions Formed	Unions Dissolved
Nova Scotia	26	2	10	5	13	5	14	8
Prince Edward Island	.....	2	.....	.....	.....	1	.....	3
New Brunswick	22	2	3	4	5	6	1	5
Quebec	62	11	38	15	18	18	37	19
Ontario	125	28	62	65	40	57	44	31
Manitoba	10	.....	12	3	9	5	17	3
Saskatchewan	7	.....	13	4	5	.....	10	1
Alberta					9	1	18	5
British Columbia	23	9	10	8	4	8	12	8
Yukon	.....	.....	.....	.....	.....	.....	.....	2
Total	275	54	148	104	103	101	153	85

A noteworthy feature of 1906, compared with preceding years, as shown by this table was the activity of organization in the North-west provinces, in which 46 organizations were formed, compared with 23 in 1905, 25 in 1904, and 17 in 1903, while only 9 organizations went out of existence during 1906. The net gain in these three provinces, accordingly, was 37, compared with 13 in Ontario and 18 in Quebec. In British Columbia also the increase was greater than in any year since 1903.

Record by Months of Labour Organizations Formed, 1903, 1904, 1905 and 1906.

The Department secured information with regard to the date of formation of 127 labour organizations, formed during 1906, compared with 94 during 1905, 113 during 1904, and 243 during 1903. The record by months for each of these years is shown in the following table:—

TABLE SHOWING, BY MONTHS, NUMBER OF LABOUR ORGANIZATIONS FORMED IN CANADA DURING 1903, 1904, 1905 AND 1906.

Month.	Number of Organizations Formed.			
	1903	1904	1905	1906
January	25	13	18	6
February	17	15	2	7
March	39	10	9	10
April	43	10	8	7
May	25	14	13	15
June	22	10	7	7
July	21	7	7	15
August	11	11	6	17
September	9	7	7	11
October	17	5	6	24
November	9	9	7	3
December	5	2	3	5

It will be seen that the month of October with a record of 24 new organizations, August with 17, and May and July with 15 each were the most active months for labour organizations during 1906. Compared with 1905 every month, with the exception o January, April, June and November showed an increase.

Operations of Central Organizations During 1906.

The following table, based upon the detailed returns presented herewith of the labour organizations formed and dissolved during 1906, shows the number of charters issued in Canada by certain central international organizations during 1906. A record also of the number of charters withdrawn by or returned to these organizations is also given, only such unions being included as the Department has secured full information concerning, and no record being made of affiliations with either of the trades and labour congresses of Canada.*

The Provincial Workmen's Association organized two new lodges during 1906. Three lodges were dissolved, and two junior lodges amalgamated with other lodges in the locality.

*Statements relating to the membership of the Trades and Labour Congress of Canada and the National Trades and Labour Congress of Canada during 1905, 1906, appeared in the October, 1906, issue of the Labour Gazette at pages 396 and 403 respectively

TABLE SHOWING NUMBER OF CHARTERS ISSUED AND WITHDRAWN IN CANADA DURING 1906 BY INTERNATIONAL LABOUR ORGANIZATIONS.

Name of Organization.	Number of Charters issued.	Number of Charters withdrawn or returned.
Mining—		
Western Federation of Miners	2	1
United Mine Workers of America	2	.....
Building Trades—		
Bricklayers and Masons' International Union	3	.....
Operative Plasterers International Association	.....	1
Amalgamated Society of Carpenters and Joiners	15	.....
United Brotherhood of Carpenters and Joiners	11	14
Inter. Bro. of Painters, Decorators and Paperhangers of America	5	2
United Assoc. of Plumbers, Gas and Steamfitters and Steamfitters' Helpers	3	1
Journeymen Stonecutters' Assoc. of North America	1	.....
Inter. Hod Carriers and Builders Labourers' Union of America	5	.....
Metal Trades—		
Structural Ironworkers' Inter. Union	3	1
Iron Moulders Union of North America	1	1
Inter. Bro. of Boiler Makers and Iron Shipbuilders	3	1
Inter. Bro. of Electrical Workers and Linemen	3	3
Inter. Assoc. of Machinists	3	6
Inter. Assoc. of Steam Engineers	2	.....
Inter. Bro. of Blacksmiths	2	1
Inter. Bro. of Journeymen Horseshoers	1	.....
Amalgamated Sheet Metal Workers International Alliance	1	.....
Woodworking Trades—		
Coopers' Inter. Union	.....	1
International Upholsterers' Union	1	.....
International Piano, Organ and Musical Instrument Workers	1	.....
Printing Trades—		
Inter. Typographical Union	4	2
Inter. Printing Pressmen's Union	1	.....
Clothing Trades—		
Journeymen Tailers' Union of North America	3	4
Inter. Fur Dressers and Dyers' Union	1	.....
Boot and Shoe Workers' Inter. Union	.....	1
Leather Trades—		
United Bro. of Leather Workers on Horse Goods	2	.....
Food and Tobacco Preparation Trades—		
Cigar Makers Inter. Union	1	.....
The Railway Service—		
Inter. Bro. of Railway Conductors	4	.....
Bro. of Locomotive Engineers	2	.....
Bro. of Locomotive Firemen	1	.....
Bro. of Railway Trainmen	1	1
Bro. of Railway Freight and Baggagemen of America	.....	1
Bro. of Railway Carmen	4	2
Bro. of Railway Clerks	.....	1
Bro. of Maintenance of Way Employees	.....	11
General Transport—		
Inter. Team Drivers' Union	.....	3
Inter. Longshoremen's Association	1	1
Amal. Society of Street and Electric Ry. Employees	2	.....
Miscellaneous Trades—		
Journeymen Barbers' Inter. Union	2	.....
Commercial Telegraphers' Union of America	.....	1
Hotel and Restaurant Employees' Inter. Alliance	.....	1
Bartenders' Inter. League	3	1
American Federation of Musicians	1	.....
Retail Clerks' Association	1	1
Inter. Broom Makers Union	.....	1
K. of L. Assemblers	.....	2
Amalgamated Rubber Workers of America	.....	1
Culinery Employees' Protective Association	.....	1
Shirt Waist and Laundry WorkersUnion	.....	.....
General Labour—		
Federal Labour Union	3	1

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, SERIES F., No. 8.

TABLE OF LABOUR ORGANIZATIONS FORMED IN CANADA DURING 1906.

Name and Class of Organization.	Locality.	Date of Organization.
Trades and Labour Councils—		
Trades and Labour Council	Niagara, Falls Ont	April, 28.
Trades and Labour Council	Brandon, Man	July.
Trades and Labour Council	Regina, Sask	August.
Trades and Labour Council	Prince Albert, Sask	October 27.
Trades and Labour Council	Moose Jaw, Sask	January.
Trades and Labour Council	Lethbridge, Alta	February, 24.
Trades and Labour Council	Fernie, B. C	October.
Trades and Labour Council	Revelstoke, B. C	September 29.
Fishing—(1)		
Fishermen's Union of Nova Scotia, Station No	Port Morien, N. S	April.
Fishermen's Union of Nova Scotia, Station No. 11	Mainadieu, N. S	February 16.
Fishermen's Union of Nova Scotia, Station No. 14	Western Head, N. S	March 12.
Fishermen's Union of Nova Scotia, Station No. 16	Lingan, N. S	.....
Fishermen's Union of Nova Scotia, Station No. 17 (Lobster fishers)	Little Bras d'or, N. S	April 28.
Fishermen's Union of Nova Scotia, Station No. 18	Framboise, N. S	.....
Mining—		
Port Cabot Lodge, P. W. A	North Sydney, N. S	August 8.
Black Diamond Lodge, P. W. A	Parrsboro, N. S	June 20.
Miners' Union, No. 146 (W. F. of M.)	Cobalt, Ont	March 24.
Miners' Union (U. M. W. of A.)	Lethbridge, Alta	February 18.
Miners' Union (U. M. W. of A.)	Taber, Alta	October 10.
Miners' Union (W. F. of M.)	Howe Sound, B. C	.....
Quarry Workers' Union (A. F. of L.)	Calgary, Alta	October.
The Building Trades—		
Bricklayers and Masons' Inter. Union, No. 5	Quebec, Que	July 19.
Bricklayers and Masons' Inter Union, No. 2	Brandon, Man	August.
Bricklayers and Masons' Inter. Union	Regina, Sask	July, 19.
United Brotherhood of Carpenters and Joiners, No. 933	L'Auge Jardien, Que	May 20.
United Brotherhood of Carpenters and Joiners	Magog, Que	.....
United Brotherhood of Carpenters and Joiners (2)	Sherbrooke, Que	August 31.
United Brotherhood of Carpenters and Joiners	Shawinigan, Que	August.
United Brotherhood of Carpenters and Joiners	Belleville, Ont	October 2.
Amalgamated Society of Carpenters and Joiners	Peterborough, Ont	July 6.
Amalgamated Society of Carpenters and Joiners	Brantford, Ont	June 1.
Amalgamated Society of Carpenters and Joiners, No. 901	Galt, Ont	.....
United Brotherhood of Carpenters and Joiners, No. 1799	Toronto, Ont	December 20.
Amalgamated Society of Carpenters and Joiners, No. 904	Toronto Junction, Ont	.....
Amalgamated Society of Carpenters and Joiners, No. 905	St. Catharines, Ont	.....
Amalgamated Society of Carpenters and Joiners, No. 903	Welland, Ont	.....
United Brotherhood of Carpenters and Joiners (3)	Guelph, Ont	August 15.
United Brotherhood of Carpenters and Joiners, No. 1452	Ingersoll, Ont	August 14.
United Brotherhood of Carpenters and Joiners, No. 1611 (4)	Chatham, Ont	.....
United Brotherhood of Carpenters and Joiners, No. 285	Port Arthur, Ont	March 26.

(1) At the second annual meeting of the Fishermen's Union of Nova Scotia, held at Halifax, in September, 1906, it was stated that 16 stations were represented, compared with 4 stations at the annual meeting, in September, 1905. See *Labour Gazette* for October, 1905 and October, 1906, at pages 410 and 414, respectively.

(2) A branch of the U. B. of C. and J. (No. 663) was organized, September 11, 1902, but surrendered charter in April, 1906.

(3) A branch of the U. B. of C. and J. (No. 1681) was previously organized at Sherbrooke, in June, 1903, but was dissolved in December, 1905.

(4) A branch of the U. B. of C. and J. was organized at this point in March, 1902, and dissolved early in 1906.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, SERIES F, No. 8.

TABLE OF LABOUR ORGANIZATIONS FORMED IN CANADA DURING 1906.—*Continued.*

Name and Class of Organization.	Locality.	Date of Organization.
Amalgamated Society of Carpenters and Joiners	Winnipeg, Man	November 9.
United Brotherhood of Carpenters and Joiners, No. 1688	St. Boniface, Man	March 7.
Amalgamated Society of Carpenters and Joiners	Louris, Man	June 30.
Amalgamated Society of Carpenters and Joiners	Regina, Sask	July.
Amalgamated Society of Carpenters and Joiners	Prince Albert, Sask	August 16.
Amalgamated Society of Carpenters and Joiners	Saskatoon, Sask	August 15.
Amalgamated Society of Carpenters and Joiners	Red Deer, Alta	October, 8.
Amalgamated Society of Carpenters and Joiners	Edmonton, Alta	September 6.
Amalgamated Society of Carpenters and Joiners	Exshaw, Alta	October 15.
Amalgamated Society of Carpenters and Joiners	New Westminster, B. C	July 17.
Amalgamated Society of Carpenters and Joiners	Vancouver, B. C	October.
Bro. of Painters, Decorators and Paperhangers of America, No. 416	Montreal, Que	December.
Bro. of Painters, Decorators and Paperhangers of America, No. 2301	Port Arthur, Ont	
Bro. of Painters, Decorators and Paperhangers of America	Brandon, Man	July, 14.
Bro. of Painters, Decorators and Paperhangers of America	Regina, Sask	July.
Bro. of Painters, Decorators and Paperhangers of America, No. 583	Calgary, Alta	May 2.
United Asso. of Plumbers, Gas and Steam Fitters, and Steam Fitters' Helpers, No. 292	Montreal, Que	May 16.
United Asso. of Plumbers, Gas and Steam Fitters, and Steam Fitters Helpers, No. 340	Galt, Ont	September 21.
United Asso. of Plumbers, Gas and Steam Fitters, and Steam Fitters Helpers, No. 405	Brandon, Man	August 13.
Journeymen Stone Cutters' Association of North America	Tyndall, Man	
Hodcarriers and Builders' Labourers' Protective Union	Quebec, Que	August, 19.
Hodcarriers and Builders' Labourers' Protective Union	Buckingham, Que	August 2.
Hodcarriers and Builders' Labourers' Protective Union	Shawinigan, Falls Que	December.
Hodcarriers and Builders' Labourers' Protective Union	St. Anne de Bellevue, Que	May 31.
Hodcarriers and Builders' Labourers' Protective Union	Edmonton, Alta	September.
The Metal, Engineering and Shipbuilding Trades—		
Iron Moulders' Conference Board of Ontario	Woodstock, Ont	January 1.
Iron Moulders' Union of America, No. 429	Fort William, Ont	September.
Inter. Bro. of Blacksmiths, No. 274	Montreal, Que	July 28.
Inter. Bro. of Blacksmiths, No. 243	Edmonton, Alta	September.
Inter. Union of Journeymen Horseshoers, No. 225	Brantford, Ont	May 15.
Bro. of Boiler Makers and Iron Shipbuilders, Helpers' Div. No. 206	Carleton Place, Ont	
Bro. of Boiler Makers and Iron Shipbuilders, No. 451	Winnipeg, Man	February.
Bro. of Boiler Makers and Iron Shipbuilders, Helpers' Div. No. 201	Calgary, Alta	April.
International Association of Machinists, No. 448	Campbellton, N. B	February 8.
International Association of Machinists, No. 711	Montreal, Que	
International Association of Machinists, No. 412(1)	Ottawa, Ont	July.
Amalgamated Sheet Metal Workers' International Alliance, No. 334	Brandon, Man	
Inter. Association of Bridge and Structural Iron Workers, No. 93	Montreal, Que	February 18.
Inter. Association of Bridge and Structural Iron Workers, No. 95	Hamilton, Ont	March 24.
Inter. Association of Bridge and Structural Iron Workers, No. 97	Vancouver, B. C	May 11.
Canadian Stationary Engineers and Firemen's Association	Guelph, Ont	June.
Inter. Association of Steam Engineers	Berlin, Ont	March 25.
Inter. Association of Steam Engineers, No. 321	Collingwood, Ont	October 3.
The Woodworking and Furnishing Trades—		
International Upholsterers' Union	Berlin, Ont	March 26.
International Piano, Organ and Musical Instrument Workers' Union, No. 23.(2)	Oshawa, Ont	May 5.

(1) An International Machinists' Union (No. 412) was formed at Ottawa in December, 1899, but was dissolved after a strike in 1902.

(2) A Union of the same crafts was formed in July, 1903, but dissolved in April, 1904.

DEPARTMENT OF LABOUR CANADA.
STATISTICAL TABLES SERIES F. No 8

TABLE OF LABOUR ORGANIZATIONS FORMED IF CANADA DURING 1906.—Continued

Name and Class of Organizations	Locality.	Date of Organization.
The Printing and Allied Trades—		
Canadian Typographical Union, No. 1 (*)	Ottawa, Ont.	October 27.
German-American Typographical Union, No. 23 (I. T. U.)	Winnipeg, Man.	March 5.
International Typographical Union, No. 663	Saskatoon, Sask.	August.
International Typographical Union,†	Edmonton, Alta.	December.
International Printing Pressmen's Union, No. 201	Calgary, Alta.	.....
The Clothing Trades—		
Journeymen Tailors' Union of America	Sudbury, Ont.	September 6.
Journeymen Tailors' Union of America	Kenora, Ont.	September.
Journeymen Tailors' Union of America	Edmonton, Alta.	September.
National Union of Shoe Die Workers	Quebec, Que.	January.
Boot and Shoe Repairers' Union	Hamilton, Ont.	April 2.
Fur Workers' Union	Montreal, Que.	January 19.
International Fur Dressers and Dyers' Union, No. 14	Toronto, Ont.	May 21.
The Leather Trades—		
United Brotherhood of Leather Workers' on Horse Goods‡	Hamilton, Ont.	November 27.
United Brotherhood of Leather Workers on Horse Goods, No. 154	Winnipeg, Man.	July 30.
Travellers' Goods and Novelty Leather Workers' Union	Montreal, Que.	February 22.
The Food and Tobacco Preparation Trades—		
Cigarmakers' International Union, No. 378	Brandon, Man.	July 18.
The Textile Trades—		
Executive Council, Federation of Textile Workers of Canada	Montreal, Que.	October.
Federation of Textile Workers of Canada, No. 1	Montreal, Que.	October.
Federation of Textile Workers of Canada, No. 2	Montreal, Que.	October.
Federation of Textile Workers of Canada, No. 3	Montreal, Que.	October.
Federation of Textile Workers of Canada, No. 4	Magog, Que.	October.
Federation of Textile Workers of Canada, No. 5	St. Henri, Que.	October.
Federation of Textile Workers of Canada, No. 6	Magog, Que.	October.
Federation of Textile Workers of Canada, No. 7	Valleyfield, Que.	October.
Federation of Textile Workers of Canada, No. 8	Valleyfield, Que.	October.
Federation of Textile Workers of Canada, No. 9	Valleyfield, Que.	October.
Federation of Textile Workers of Canada, No. 10	Valleyfield, Que.	October.

* Formed by former members of Ottawa International Typographical Union, No. 102.

† A branch of this Union was previously organized in May, 1901, but was dissolved in December, 1905 after an unsuccessful strike.

‡ Re-organized after dissolution in August, 1906.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES F. No. 8.

TABLE OF ORGANIZATIONS FORMED IN CANADA DURING 1906.—*Continued.*

Name and Class of Organization.	Locality.	Date of Organization.
The Railway Service—		
Order of Railway Conductors, Div. No. 489	Riviere du Loup, Que	May 6.
Order of Railway Conductors, Div. No. 492	Palmerston, Ont	May 24.
Order of Railway Conductors, Div. No. 494	Windsor, Ont	July 29.
Order of Railway Conductors, Div. No. 487	Revelstoke, B. C	April 15.
Bro. of Locomotive Engineers, No. 694	Sherbrooke, Que	March 11.
Bro. of Locomotive Engineers, No. 689	Montreal, Que	
Bro. of Railroad Trainmen, No. 751	North Battleford, Sask	June 24.
Bro. of Railway Carmen, No. 283	Quebec, Que	July 16.
Bro. of Railway Carmen, No. 385	Niagara Falls, Ont	June 28.
Bro. of Railway Carmen, No. 443	Bridgeburg, Ont	
Bro. of Railway Carmen, No. 304	St. Thomas, Ont	May 12.
Street Railway Employees—		
Union Nationale des Conducteurs et Motormen	Quebec, Que	August.
Amalgamated Asso. of Street and Electric Railway Employees.*	Ottawa, Ont	
Amalgamated Asso. of Street and Electric Railway Employees, No. 97†	London, Ont	June.
General Transport—		
International Longshoremen's Association	Vancouver, B. C	December 19.
L'Union des Cochers (Cabmen)	Qeubec, Que	
Joint Council, International Unions of Teamsters	Toronto, Ont	September 26.
Teamsters' International Union	Winnipeg, Man	August.
Teamsters' International Union, 213	Edmonton, Alta	October.
Miscellaneous—		
Post Office Employees' Association	Quebec, Que	November.
Retail Clerks' Association	Berlin, Ont	May 1.
American Federation of Musicians	Berlin, Ont	January 22.
Journeymen Barbers' International Union	Winnipeg, Man	August.
Journeymen Barbers' International Union	Edmonton, Alta	May 15.
Bartenders' International League, No. 666	Montreal, Que	April 1.
Bartenders' International League, No. 322	Winnipeg, Man	January 14.
Bartenders' International League	Victoria, B. C	October 1.
Soap Makers' Union (A. F. of L., No. 12,279)	Calgary, Alta	August 15.
Industrial Workers of the World	London, Ont	May 11.
Industrial Workers of the World, No. 311	Greenwood, B. C	April.
Industrial Workers of the World	Moyie, B. C	July 1.
Industrial Workers of the World	Victoria, B. C	September 25.
Unskilled Labour—		
National Labour Union	St. Romuald, Que	
Federal Labour Union	Winnipeg, Man	May 8.
Federal Labour Union, No. 8	Medicine Hat, Alta	October 23.
Federal Labour Union (A. F. of L. No. 12, 052)	Lethbridge, Alta	March 16.

* A similar organization was dissolved in the spring of 1904.
† A similar Union was formed in 1897, but was dissolved during a strike in 1900.

TABLE OF LABOUR ORGANIZATIONS DISSOLVED IN CANADA DURING 1906.*

Name and Class of Organization.	Locality.	Date of Organization.	Particulars Relating to Dissolutions.
Trades and Labour Councils—			
Trades and Labour Council	St. Hyacinthe, Que.	Sept. 9, 1899	Reported dissolved Dec. 3, 1906.
Trades and Labour Council	New Westminster, B.C.	June 6, 1903	Reported dissolved Feb. 16, 1906.
Lumbering—			
Brotherhood of Woodsmen	Sault Ste. Marie, Ont.	Nov., 1902	Reported dissolved, the head of the Order having left the country to avoid punishment for fraud.
Mining—			
King Edward Lodge, P. W. A. (Junior)	Dominion No. 1, N. S.		The members joined the Senior Lodge of the locality (Mafeking Mechanics) almost in a body.
Steadfast Lodge, P. W. A., (Junior Colliery Employees)	Reserve Mines, N. S.		Merged in Unity (Miners') Lodge.
Banner Lodge, P. W. A., No. 52	Port Monica, N. S.	Sept. 18, 1901	Reported dissolved Dec. 26, 1906.
Western Federation of Miners, No. 120	Morrissey, B. C.	July 27, 1902	Morrissey Mine closed down, Union subsequently dissolved.
Quarrymen's Protective Union	Winnipeg, Man.	Nov., 1901	Quarry became worked out.
The Building Trades—			
United Brotherhood of Carpenters and Joiners, No. 933	Charlottetown, P. E. I	Oct. 30, 1901	
United Brotherhood of Carpenters and Joiners, No. 1356	Lachine, Que.	May, 1905	
United Brotherhood of Carpenters and Joiners, No. 1421	Hull, Que.	Mar. 12, 1904	
United Brotherhood of Carpenters and Joiners, No. 1583	Collingwood, Ont.	Mar., 1903	
United Brotherhood of Carpenters and Joiners, No. 1408	Toronto Junction, Ont.	Feb. 1903	
United Brotherhood of Carpenters and Joiners	Guelph, Ont	Sept. 11, 1902	Dissolved through lack of interest.*
United Brotherhood of Carpenters and Joiners	Chatham, Ont.	Mar., 1902	Dissolved early in 1906.†
United Brotherhood of Carpenters and Joiners, No. 1490	Wallaceburg, Ont.	1903	
United Brotherhood of Carpenters and Joiners, No. 1784	Regina, Sask.	1904	
United Brotherhood of Carpenters and Joiners, No. 1012	Frank, Alta.	April 2, 1902	
United Brotherhood of Carpenters and Joiners, No. 1782	Coleman, Alta.	1904	
United Brotherhood of Carpenters and Joiners, No. 1144	Lacombe, Alta.	Apr. 8, 1904	
United Brotherhood of Carpenters and Joiners, No. 1409	Wetaskiwin, Alta.	Apr. 20, 1904	
United Brotherhood of Carpenters and Joiners, No. 1644	Revelstoke, B. C.	May 1, 1905	Dissolved in June, 1906, a number of members taking out clearance cards and others falling in arrears.
Carpenters' Helpers' Union (affiliated with Inter. Builders' Labourers	Toronto, Ont.	July 25, 1905	Dissolved through lack of interest.
Operative Plasterers' International Association, No. 172	Nelson, B. C.	July 3, 1900	Reported dissolved, June 15, 1906.
United Association of Plumbers, Gas and Steam fitters, and Steam fitters helpers, No. 150	Stratford, Ont.	Dec. 16, 1903	Dissolved July 1, 1906, members having been locked out and left the city with the exception of three or four.
Gravel Roofers' National Union, No. 1	Montreal, Que.	Oct. 11, 1903	Reported dissolved, June 13, 1906.
The Metal, Engineering and Shipbuilding Trades—			
International Asso. of Bridge and Structural Iron Workers, No. 80	Montreal, Que.	Mar. 6, 1904	
Iron Moulders' Union of North America, No. 429	St. Thomas, Ont.	July 15, 1905	Dissolved during July, 1906.
Inter. Bro. of Boiler Makers and Iron Shipbuilders, No. 378	Moncton, N. B.	1903	

*The organizations included in this table are those concerning the dissolution of which the Department has secured verified information.
† Reorganized August 15, 1906. ‡ Reorganized later.

TABLE OF LABOUR ORGANIZATIONS DISSOLVED IN CANADA DURING 1906.—*Continued.*

Name and Class of Organization.	Locality.	Date of Organization.	Particulars Relating to Dissolutions.
Inter. Bro. of Blacksmiths and Blacksmiths' Helpers, No. 460	Hamilton, Ont	August 11, 1904	A large number of members moved, and the interest of those remaining fell off.
Inter. Association of Machinists, No. 464	Sydney, N. S.	Nov. 30, 1904	The majority of the charter members of this Union were previously affiliated with the Local P. W. A. Lodge which dissolved after a strike.
Inter. Association of Machinists, No. 608	Quebec, Que	August, 1903	
Inter. Association of Machinists, St. Maurice Lodge, No. 662	Grand Mere, Que	Oct. 27, 1903	
Inter. Association of Machinists, No. 557	Brampton, Ont	Jan. 27, 1903	
Inter. Association of Machinists, (Apprentices)	Stratford, Ont	July, 1900	Reported dissolved, June 26, 1906.
Inter. Association of Machinists, No. 271	Point Edward, Ont	Apr., 1902	
Canadian Federation of Brass Workers, No. 1	Montreal, Que	Sept. 22, 1904	Reported dissolved, June 13, 1906.
Inter. Bro. of Electrical Workers and Linemen, No. 17	St. John, N. B.	May 9, 1903	
Inter. Bro. of Electrical Workers and Linemen, No. 249	St. Catharines, Ont.	Apr. 13, 1902	
Inter. Bro. of Electrical Workers and Linemen, No. 120	London, Ont.	Apr. 20, 1900	Dissolved owing to non-payment of dues and falling off in membership.
The Woodworking and Furnishing Trades—			
American Labour Union, No. 382. (Wood workers)	New Westminster, B.C.	April, 1903	Reported dissolved, Feb. 1906.
Coopers' International Union, No. 225	Hamilton, Ont	June 3, 1905	Dissolved during Feb., 1906.
The Printing and Allied Trades—			
Inter. Typographical Union, No. 604	Edmonton, Alta.	Apr. 28, 1903	Dissolved during August, 1906.
Inter. Typographical Union, No. 467	Dawson, Y. T.	Nov. 1901	Reported dissolved, Sept., 1906, owing to falling off in membership.
Newspaper Writers' Union, No. 18	Dawson, Y. T.	May 7, 1903	Reported dissolved, Sept., 1906, owing to falling off in membership.
The Clothing Trades—			
Journeymen Tailors' Union of America	Moncton, N. B.	May 26, 1904	
Journeymen Tailors' Union of America	St. John, N. B	Aug. 26, 1903	
Journeymen Tailors' Union of America	Lindsay, Ont.	Oct. 29, 1901	
Journeymen Tailors' Union of America	Brandon, Man.	June 1, 1905	
Concord Lodge, P. W. A. (Boot and Shoe Workers, etc.)	Amherst, N. S.	Oct. 20, 1890	Dissolved through lack of interest.
Boot and Shoe Workers' International Union, No. 267. (Ladies.)	Montreal, Que		Amalgamated with Union 251 of International Boot and Shoe workers, the two being given the number 428.
Food and Tobacco Preparation Trades—			
Cigar Makers' National Union, No. 1	Quebec, Que	Sept. 5, 1903	
The Railway Service—			
Inter. Bro. of Maintenance of Way Employees, Eastern Div., No. 216	Mt. Stewart, P. E. I.	Nov. 11, 1901	Amalgamated with Union No. 218, Charlottetown, P. E. I.
Inter. Bro. of Maintenance of Way Employees, Emerald Div., No. 217	Emerald Junc., P. E. I.	Nov. 29, 1901	Amalgamated with Union No. 218, Charlottetown, P. E. I.
Inter. Bro. of Maintenance of Way Employees, No. 351	Morehead, Que	1904	Amalgamated with Union No. 223 at Ottawa, Ont.

Inter. Bro. of Maintenance of Way Employees, Weeden Div., No. 138	Weeden, Que.	.....	Amalgamated with Union No. 180 at Quebec, Que.
Inter. Bro. of Maintenance of Way Employees, Div. No. 169	Three Rivers, Que.	1904	Amalgamated with Union No. 180 at Quebec, Que.
Inter. Bro. of Maintenance of Way Employees, Div. No. 202	Woodstock, Ont.	Aug. 16, 1902	Reported dissolved during July, 1906.
Inter. Bro. of Maintenance of Way Employees, Div. No. 364	Chalk River, Ont.	Apr. 1904	Amalgamated with Union No. 244, at North Bay, Ont.
Inter. Bro. of Manitenance of Way Employees, Div. No. 213	Leonard, Ont.	1902	Dissolved in July, 1906.
Inter. Bro. of Maintenance of Way Employees, Mattawa Div., No. 212	Mattawa, Ont.	Oct. 27, 1901	Amalgamated with Union No. 244, at North Bay, Ont.
Inter. Bro. of Maintenance of Way Employees, Sudbury Div., No. 236	Sudbury, Ont.	.....	Amalgamated with Union No. 244, at North Bay, Ont.
Inter. Bro. of Maintenance of Way Employees, Div. No. 242	Barrys' Bay, Ont.	.....	Dissolved in July, 1906.
Bro. of Railway Car men of America	St. John, N. B.	Jan. 31, 1903	.....
Bro. of Railway Car men of America, No. 388	Hamilton, Ont.	July 18, 1904	.....
Bro. of Railroad Trainmen, Young Niagara Lodge, No. 669	Shawinigan June,. Que.	.....	.....
Bro. of Railway Freight and Baggagemen, No. 21	Brantford, Ont.	July 15, 1903	Reported dissolved, May 18, 1906.
Bro. of Railway Clerks, No. 59	Levis, Que.	Dec., 1902	.....
General Transport—			
Inter. Longshoremen's Association, No. 269	Halifax, N. S.	July, 1901	Reported dissolved May 21, 906.
Coal Handlers' Union, No. 274	Halifax, N. S.	May 7, 1887	.....
Miscellaneous—			
Breton Lodge, P. W. A., No. 64. (Retail Clerks.)	Glace Bay, N. S.	Nov. 1903	This Union was originally organized as a branch of the Retail Clerks', I. P. A., No. 720, Nov. 5, 1902.
	Nelson, B. C.	.....	Reported dissolved, June 15, 1906.
Retail Clerks' Association, No. 129	Montreal, Que.	Oct. 16, 1903	Dissolved during January, 1906.
Inter. Broom Makers' Union, No. 37	Ottawa, Ont.	Aug. 18, 1903	Dissolved in September, 1906.
Commercial Telegraphers' Union of America, No. 61	Ottawa, Ont.	Aug., 1903	Members affiliated with the Local International Musical Protective Association during October, 1906.
Musicians' Canadian National Union, No. 2			
Amalgamated Rubber Workers' Union of America, No. 7	Port Dalhousie, Ont.	May, 1899	Union previous to 1904 was a Federal Labour Union, A. F. of L., No. 8,753. Dissolved through lack of interest.
Hotel and Restaurant Employees' Inter. Alliance (Cooks and Waiters)	Winnipeg, Man.	Aug. 3, 1905	Dissolved through lack of interest.
Culinary Employees' Protective Association, No. 141	Nelson, B. C.	Feb. 5, 1901	Reported dissolved, Dec., 1906.
Shirt Waist and Laundry Workers' Union, No. 68	Nelson, B. C.	May, 1900	Reported dissolved, June, 1906.
Bartenders' International League, No. 205	Berlin, Ont.	July 16, 1901	Amalgamated with Montgomery Assembly, March, 1906.
Mechanics' Assembly, K. of L., No. 10, 061	Quebec, Que.	Apr. 18, 1887	.
Papineau Assembly, K. of L., No. 713	Quebec, Que.	Dec., 1887	Dissolved in March, 1906.
Club National Ouvier de St. Hyacinthe	St. Hyacinthe, Que.	Jan., 1904	Reported dissolved, Dec., 1906.
Unskilled Labour—			
Guelph Labouress' Protective Union, A. F. of L., No. 10, 961	Guelph, Ont.	Apr. 3, 1903	Surrendered charter in June, 1906, owing to lack of interest. This Union was also affiliated with the Trades & Labour Congress of Canada as Federal Union, No. 28.
Federal Labour Union, A. F. of L., No. 11, 397	Port Dalhousie, Ont.	Aug. 22, 1903	Surrendered charter in Jan., 1906, tnrough non-payment of dues and falling off in membership.

INDUSTRIAL BETTERMENT AT BERLIN, ONT.—WELFARE WORK AMONG EMPLOYEES OF THE WILLIAMS, GREENE AND ROME COMPANY, LIMITED.

THE annual meeting of the officers and employees of the Wi liams, Greene & Rome Company, Ltd. manufacturers of shirts, collars and cuffs, of Berlin, Ont., was held in the assembly hall of the company on January 4 Both inside and outside members of the staff were present, together w.th a number of the firm's customers, and several manufacturers of the province Some four years ago this firm introduced into its establishment, for the purpose of securing mutually satisfactory relations at all points with its workpeople, a system to wh.ch the term "welfare work" or "the right idea" was applied, under the operation of which a marked improvement in the material comfort and pros perity of the employees and a considerable increase in their industrial efficiency has been achieved. The most important business transacted at the meeting was the presentation of reports and announcements by officers and employees, with reference to the progress of the work during the year 1906 Before mentioning these, a brief statement with regard to the origin and objects of the system, and some of the more important of the results that have followed its adoption, will be in place.

Welfare work.

In the year 1902, the president of the Company, Mr. S. J. Williams, formed the idea of appointing a committee of management from among the heads and sub-heads of the several departments of the factory, to be known as the "executive committee," for the better organization and management of the business. The committee was to meet periodically and report with reference to the progress of the work of the several departments. It was also to hear complaints, make suggestions, and generally to assist in matters of administration. Almost immediately upon the organization of this body an improvement in general factory conditions took place. An effort was made in the first instance to improve industrial methods and to eradicate all causes of friction between the employees and the management, or between the different branches. A number of other reforms were then set on foot. The first step taken, having d.rect reference to the welfare of the employees, was the establishment of a lunch counter, for the conven ence of those who lived at a distance from the factory. This in a short time grew into a dining-room managed and financed by a committee of repesentatives from each department, and having a seating capacity of eighty, the firm supplying heat, light and water, and paying for the attendant in charge. Food is here supplied to the emp oyees at a very moderate cost, the object being to render the department self-sustaining Other features subsequently introduced and designed primarily to increase the comfort and well being of the employees, were as follows: a *Flower and Relief Fund*, supported by voluntary contributions from the staff, for the purpose of sending fruit, flowers, etc., to sick employees; a *Girls' Rest Room*, for the comfort of any of the female employees who are indisposed, with a bath in connection therewith, sufficient time during business hours for one bath per week being allowed by the company at a fee of five cents to cover attendance, etc A *Suggestions and Complaints Department*, boxes being placed in each branch and employees encouraged to make suggestions for the benefit of the business or of employees; An *Athletic Association*, for men and women, organized in the spring of 1904, and including bowling, tennis and football clubs, the necessary grounds, courts, etc., being furnished by the Company; a *Drying Room* in which wearing apparel may be dried in inclement weather, a supply of extra skirts, slippers, hose and umbrellas being kept for the use of employees at a small fee to cover repairs and to replace the articles when worn out; a *Library and Reading Room* supported by voluntary contribut ons from

the employees, the firm providing bookcases, tables, etc ; a *M n's Club Room*, controlled by the Athletic Association, with tub and shower baths, lockers, etc., and a *Benefit Association*, organized in 1905 with sixty-eight members, under which employees who are ill receive free medical attendance and an allowance amounting to half of their wages, with a death benefit of $25 to $50. A *Dramatic Society* and a *Literary* and *Debating Society* have also been organized by the employees. In addition, such questions as sanitary arrangements, fire protection, the introduction of new machinery, the beautifying of the premises, etc., are under the supervision of special committees, whose suggestions and practica co-operation have effected great improvements. The different societies are, as a general rule, supported and financed by the employees themselves, who are in this way freed from any sense of paternalism on the part of the management.

Results of the Work.

More far-reaching and inherently beneficial, perhaps, than any of the direct results obtained through "Welfare Work" is the spirit of mutual goodwill and confidence engendered between the employees and the management to which both parties bear testimony and which has proved as helpful to the one as to the other. The general tone of life in the factory has been raised, surroundings made more wholesome and congenial, ambition stimulated, and the fact clearly demonstrated that the interests of employees and employers are one. It is significant that nearly all of the suggestions that have lead to the above reforms, both as concerns the immediate interests of the employees and the business interests of the firm, have come in the first instance from the employees.

Progress Made.

In the address of the president of the company at the meeting held on January a review of the progress of "Welfare Work," during the past year, was given, and incidental reference made to some of the permanent results which it has achieved. The policy of the management, it was stated, had been based throughout on the principle that the best means of increasing the output and earnings of wage earners was to raise the standard of the workpeople themselves. After four years of "Welfare Work," friction, it was stated, had been eliminated from every department of the factory and the business had been increased by ninety per cent. Four years ago there were 522 employees on the pay-roll of the company; now there were only 430, though, as stated, the volume of business had almost doubled. The 430 employees of the company, during 1906, however, drew $28,000 more in wages than the 522 employees did four years ago. The hours of labour prior to the adoption of the system were 10 per day throughout the week; at present they are 9 hours per day with a half-day on Saturday. (In spring and summer the hours are from 7 a.m. to 5 p.m.; in winter they are from 7.30 to 5.30 p.m.). The arrangement has thus been shown to be of mutual benefit, and the credit for its success attributable to all connected with the establishment. "More and better work by fewer employees in a shorter time" was said to sum up the situation. As an example of the prevailing spirit it was stated that extensive alterations to the factory had been made by the employees themselves during the past year, whereby a saving of $1,500 was effected.

Encouragement of Saving.

As the present year is the twenty-fifth anniversary of the establishment of the company, the Directors decided to mark the occasion by presenting to each of the 430 employees a savings' bank deposit book with an account opened and one dollar deposited in the employee's name for every year of his service with the firm. In this way the company was able to recognize length of service, while those who had been on the pay-roll for six months or less received fifty cents. It

was further announced that hereafter all wages payments will be made by cheque and that clerks from the bank will be in the factory every pay-day to cash cheques and receive the deposits, the object being to provide every facility for saving on the part of the employees. The employees were also urged, when in need of financial assistance to communicate with the company in preference to applying to money lenders or other agencies.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR, CANADA—FOURTH QUARTER OF 1906.

IN the accompanying statistical table detailed information is presented relating to changes in rates of wages and hours of labour reported to the Department of Labour as having gone into effect during the fourth quarter of the past calendar year, including the months of October, November and December, 1906.

The changes reported during the quarter, affecting in each case a number of workpeople, were 34 in number. Of these, 31 were of the nature of increases in wages and of the nature of a decrease in hours; while 2 of the changes involved both an increase in wages and a decrease in hours.

General Results.

In the accompanying table an analysis is presented showing aggregate results, according to industries and trades, of the several changes, in so far as detailed information was obtained by the Department. It will be seen that the general result of the changes of the quarter was a material increase in wages and a decrease in the hours of labour. The most important changes, from the standpoint of numbers affected, took place among railway employees, the following classes having received material increases in scale: machinists and boilermakers employed on the Canadian Pacific Railway system; conductors, baggagemen, brakemen and yardmen on the central and western division of the Canadian Pacific Railway system; carmen in the employ of the Canadian Northern Railway Company; locomotive engineers and firemen in the employ of the Canadian Northern Railway Company, in Quebec and Nova Scotia; miscellaneous employees on the Intercolonial Railway system; telegraph operators, train despatchers, clerks, yardmen and locomotive engineers employed on the Canadian lines of the Père Marquette Railway, and switchmen and carmen employed on the Canadian division of the Michigan Central Railway. Under the heading of mining, the changes recorded affected over 1,100 employees to the extent of an increase of over $1,400.00 in weekly earnings. Another important change was that by which longshoremen at Fort William and Port Arthur, Ont., received an increase of 2½ cents per hour. In addition to the changes concerning which statistical information was obtained, the scale of wages in connection with the hiring of men for the winter season in the lumbering camps of Ontario, Quebec and New Brunswick, and among unskilled labourers, were on a higher level than during the corresponding months of 1905.

TABLE SHOWING BY INDUSTRIES AND GROUPS OF TRADES RESULTS OF CHANGES IN WAGES AND HOURS OF LABOUR DURING THE LAST QUARTER OF 1906.*

Industry or Group of Trades.	Number of Workpeople Affected.	Total Increase in Weekly Earnings.	Total Decrease in Weekly Earnings.	Total Increase in Hours of Employment.	Total Decrease in Hours of Employment.
Mining	1,129	1,410.00			
Building	300	45.00			300
Metal	275	223.00			630
Printing	71	135.00			
Street Railway Employees	175	284.00			
General Transport	852	1,300.00			
Miscellaneous	67	154.50			

*Account is taken in this table only of changes with regard to which detailed information was obtained by the Department.

Changes by Industries and Trades.

The following is a statement of the changes in wages and hours of labour reported to the Department during the fourth quarter of 1906, according to the several industries and groups of trade affected:—

Lumbering.—Rates of wages in connection with the hiring of men for the lumber camps of Ontario, Quebec and the Maritime Provinces were considerably higher than last year

Mining.—Four important changes were reported, all being of the nature of increases. Employees (250) of the Cumberland Railway and Coal Company, Springhill, N.S., received a substantial increase (2); asbestos mill hands and labourers (300) at Thetford Mines, Que., had their wages increased 25 cents per day; employees of the Imperial Oil Company (429) at Sarnia, Ont., received an increase in wages; and smelter employees (150) at Greenwood, B.C., were granted an increase in minimum rates.

Building.—At Calgary, Alta., 300 carpenters obtained a reduction in hours from 9 to 8 per day, with an increase in wages to a minmum scale of 35 cents per hour

Metal, engineering and shipbuilding.—Machinists at Toronto, Ont., and Victoria, B.C., obtained an increase in scale amounting in the case of the latter, to 25 cents per hour, and in the case of the former to an allowance of time and a quarter for Saturday afternoons. Iron moulders at Brantford, Ont., and Victoria, B.C. had their wages increased by 10 and 25 cents per day respectively. Blacksmiths at Edmonton, Alta., had their hours decreased from 10 to 9 per day, and horseshoers at Toronto, Ont., obtained a 9-hour day instead of a 10 hour day.

Printing and allied.—Compositors at Vancouver, and Victoria, B.C., received a material advance in their scale, the new rate being $24.00 per week for day work and $26.00 per week for night at Vancouver and $27.00 per week for night work at Victoria.

Miscellaneous.—Musicians (7) at St. Catharines, Ont., had their wages increased 25 cents for each performance. Chinese laundrymen (60) at New Westminster, B.C., were increased from $15.00 to $25.00 per month.

Street railway employees.—Motormen and conductors (15) at Brantford, Ont., received an increase of 1 cent per hour in wages. At Hamilton, Ont., employees of the Hamilton Street Railway Company, the Hamilton and Dundas Street Railway Company and the Hamilton Radial Electric Railway Company received increases (3).

General transport.—Railway teamsters (52) at London, Ont., received an increase of $2.00 per month. At Port Arthur and Fort William, Ont., 50 elevator employees and 750 longshoremen in the employ of the Canadian Northern and Canadian Pacific Railway Companies received a substantial increase, the increase for the former class amounting to 5 cents per hour and for the latter 2½ cents per hour; the latter advance was obtained after a strike.

Railway employees.—A large number of workmen in the employ of railway companies received substantial increases during the quarter. Machinists throughout the Canadian Pacific Railway system were granted a new schedule dating, in the case of employees on the western lines, from September 1, 1906, and in case of employees on eastern lines, from October 1, 1906 (4). Boiler makers in the employ of this company obtained a new schedule, effective, as regards rates, on September 1, and as regards hours on October 1, 1906 (5). Conductors, baggage men, brakemen and yardmen employed on the central and western divisions of the Canadian Pacific Railway also secured a new schedule which was dated back to July 1, 1906 (6). At Winnipeg, Man., 200 mechanics' helpers in the C.P.R. shops had their wages increased 10 cents per day.

(1) See *Labour Gazette* for November, 1906, page 511.

(2) A copy of the new wages' scale adopted is published under the heading of "Recent Industrial Agreements", elsewhere in the present issue.

(3) For statements relating to the circumstances under which these increases were obtained, see *Labour Gazette* for December, 1906, page 689. The text of the new agreements signed was published in the *Labour Gazette* for January, 1907, pages 794–799.

(4) A copy of these schedules was published in the December, 1906, *Labour Gazette*, pages 672–677.

(5) A copy of this schedule was published in the November, 1906, *Gazette*, pages 521–523.

(6) A copy of this schedule was published in the November, 1906, *Gazette*, pages 523–529.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Mining—				
Employees of Cumberland Ry. and Coal Co.	Springhill, N. S.	250	Sept.	Wages increased about 10%*
Mill hands and labourers (asbestos)	Thetford Mines, Que.	300	Oct. 1	Wages increased 25 c. per day
Employees of the Imperial Oil Co., Ltd., as follows:—	Sarnia, Ont.			
Foreman	"	8		Wages increased
Stillsmen	"	9		" "
Firemen, etc	"	43		" "
Mechanics	"	63		" "
Labourers	"	75		" "
Special Labourers	"	118		" "
Piece Workers	"	13		" "
Total		429		
Smelter Employees (B. C. Copper Co.)	Greenwood, B. C.	150	Nov.	Minimum wages increased from $2.70 to $3.00 per day
Building Trades—				
Carpenters	Calgary, Alta	300	Nov. 1	Hours reduced from 9 to 8 per day; wages increased to a minimum rate of 35c per hour
Metal Engineering and Shipbuilding Trades—				
Blacksmiths	Edmonton, Alta	30	Nov. 1	Hours decreased from 10 to 9 per day; wages increased 50 c. per day
Machinists (Gasoline Engine Works)	Toronto, Ont.	40	Nov.	Time and a quarter allowed for Saturday afternoons.
Machinists	Victoria, B. C.	45	Dec. 1	Wages increased 25 c. per hour
Iron Moulders	Brantford, Ont.	35	Oct.	Wages increased 10 c. per day
Iron Moulders	Victoria, B. C.	25	Oct. 1	Wages increased 25 c. per day
Horseshoers	Toronto, Ont.	100	Nov. 5	Hours reduced from 10 to 9 per day
Printing and Allied Trades—				
Compositors	Vancouver, B. C.	41	Oct.	Day work rates increased from $22.50 to $24.00 per week; night-work rates increased from $24.00 to $26.00
Compositors	Victoria, B. C.	30	Dec. 10	Day-work rates increased from $21.00 to $24.00 per week; night-work rates increased from $25.50 to $27.00 per week. Day foremen were increased from $24.00 to $27.00, and night foremen from $27.00 to $30.00
Railway Employees—				
Machinists	C. P. R. System		Oct. 1	Wages increased 10 %.(1)
Boilermakers	C. P. R. System	275		Wages increased 3½ c. per hour; apprentices 2½c. per hour.(2)
Conductors, baggagemen, Brakemen & Yardmen	C. P. R. System (C. & W. Div.)		July 1	Wages increased.(3)
Mechanics' Helpers (C. R. R.)	Winnipeg, Man.	200	Oct. 1	Wages increased from $1.65 to $1.75 per day

* A copy of the new schedule of wages is published under the heading "Recent Industrial Agreements" in the present issue.

† The full terms of this agreement will be published in an early issue of the *Labour Gazette*.

DEPARTMENT OF LABOUR, CANADA. STATISTICAL TABLES, SERIES E., No. 17.

CANADA, DURING THE FOURTH QUARTER OF 1906.

ESTIMATED RATE OF WAGES PER WEEK.		ESTIMATED. HOURS OF LABOUR PER WEEK.		CHANGE IN WAGES PER HEAD. PER WEEK.		CHANGE IN WORKING HOURS PER HEAD PER WEEK.		MANNER IN WHICH CHANGE WAS BROUGHT ABOUT
Before change.	After change.	Increase.	Decrease	Increase.	Decrease.	Increase	Decrease	
.....	*	.....	.....	.....	.....	.....	.....	After negotiations.
$ 8.70	$10.20	60	60	.....	.....	$ 1.50	.....	By voluntary concession to maintain the supply of labour.
$16.00	$17.20	60	60	$1.20	.....	.....	.....	By voluntary concession.
16.33	17.00	84	84	.66	.....	.....	.....	
13.15	14.20	84	84	1.05	.....	.....	.....	
13.75	14.50	60	60	.75	.....	.....	.....	
9.00	9.60	60	60	.60	.....	.....	.....	
9.25	9.90	60	60	.65	.....	.....	.....	
13.05	13.60	60	60	.55	.....	.....	.....	
16.20	18.00	.....	.....	1.80	.....	.....	.....	By mutual agreement(†) after a strike.
.....	.....	54	48	.....	.....	.....	.....	On demand of employees.
16.50	19.50	60	54	3.00	.....	.....	6	By mutual 6-months agreement between Employers and Union.
.....	.....	.....	.....	.....	.....	.....	.....	After conferences between employers and a committee of the Union.
18.00	19.50	54	54	1.50	.....	.....	.....	On request of employees.
19.50	21.00	.....	.....	.....	.....	.....	.....	..
13.75	14.30	.....	.....	.55	.....	.....	.....	On request of workmen.
14.55	15.10	.....	.....	.....	.....	.....	.....	
21.00	22.50	54	54	1.50	.....	.....	.....	On request of workmen.
.....	.....	60	54	.....	.....	.....	6	After negotiations.
22.50	24.00	45	45	1.50	.....	.....	.....	By voluntary concession owing to scarcity of labour.
24.00	26.00	.....	.....	2.00	.....	.....	.....	
21.00	24.00	48	48	1.50	.....	.....	.....	On request of workmen.
25.50	27.00	.....	.....	3.00	.....	.....	.....	
(1)	(1)	.....	.....	.....	.....	.....	.....	After negotiations.
(2)	(2)	.....	.....	.....	.....	.....	.....	After negotiations.
(3)	(3)	.....	.....	.....	.....	.....	.....	After negotiations
$9.90	$10.50	.....	.....	.60	.....	.....	.....	After negotiations.

(1) For copy of new schedule see *Labour Gazette* for December, 1906, pp. 672–677.
(2) For copy of new schedule see *Labour Gazette* for November, 1906, pp. 521–526.
(3) For copy of new schedule see *Labour Gazette* for November, 1906, pp. 523–529.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR

CLASS OF WORKPEOPLE AFFECTED	LOCALITY	Approximate Number of Work people affected	Date from which change took effect.	PARTICULARS OF CHANGE.
Railway Employees—Con.				
Locomotive Engineers and Firemen	Can. Northern Ry. System (Que. & N. S.)	85	Oct. 1	Wages increased.(4)
Carmen	Can. Northern Ry. System (Quebec & N. S.)		July 1	Wages increased.(5)
Telegraph Operators	Pere Marquette Ry. Co. (Can. lns.)	12	Nov. 1	Wages increased $5 per month from $40–$55 to $45–$60
Train Despatchers	" "	4	Dec. 15	Wages increased from $95 to $100 per month
Railway Clerks	" "	15	" 15	Wages increased from $5 per month
Car Shop Employees	" "	48	Nov. 1	Wages increased from 15c. to 15 3-5c-16c. per hour.
Locomotive Engineers	" "	58	Dec. 15	Wages increased as follows:— Passenger engineers (10) from $2.80 to $3.00 per 100 miles; freight engineers (48) from $3.18 to $3.77 per 100 miles; overtime to be paid at 37c. per hour
Switchmen and Yardmen	Mich. Central Ry. Co.(Can. lines)	25	Dec. 1	Wages increased as follows:— Day men in charge of engines from 25c to 26c p. hr. Night men in charge of engines from 26c to 30c p. Day helpers from 20c to 23c per hour. Night helpers from 21c to 25c per hour. Yardmasters (2) from $95 per mo. to $100 per mo.
Car Shop Employees	" "	397	Dec. 1	Wages increased ½c per hour.3
Trackmen (Dominion Atlantic Railway)	Windsor to Yarmouth, N. S.	52	Dec.	Wages increased 25c per day for winter work
Street Railway Employees— Motormen & Conductors	Brantford, Ont.	15	Dec. 15	Wages increased 1c per hour
Motormen & Conductors	Hamilton, Ont	160	Dec.	Wages increased from 15–18 c per hour to 16–20c per hour.(6)
General Transport— Railway Teamsters	London, Ont.	52	Oct. 1	Wages increased from $39 to $41 per month
Elevator Employees (C. P. R. Co.)	Port Arthur, Ont.	50	Oct.	Wages increased from 20c to 25c per hour
Longshoremen	Port Arthur and Ft. William, Ont.	750	Oct.	Wages increased from 17½ c per hour day work, and 20c per hour night work, with bonus of 2½c per hour at end of season for continuous service, to rate of 22½ c per hour day work, and 25c per hour night work without bonus
Miscellaneous Trades— Musicians	St. Catharines, Ont.	7	Oct.	Wages increased from $1.00 to $1.25 for each performance; wages of leader increased from $2.00 to $2.50 for each performance
Laundrymen (Chinese)	New Westminster, B. C.	60	Nov.	Wages increased from $15 to $25 per month

(4) For copy of new schedule see *Labour Gazette* for January, 1907, pp. 799–803.
(5) For copy of new schedule see *Labour Gazette* for November, 1906, p. 520.

DEPARTMENT OF LABOUR, CANADA. STATISTICAL TABLES, SERIES E., No. 17.

CANADA DURING THE FOURTH QUARTER OF 1906. (Continued.)

ESTIMATED RATE OF WAGES PER WEEK.		ESTIMATED HOURS OF LABOUR PER WEEK.		CHANGE IN WAGES PER HEAD. PER WEEK.		CHANGE IN WORKING HOURS. PER HEAD PER WEEK.		MANNER IN WHICH CHANGE WAS BROUGHT ABOUT.
Before change.	After change.	Increase.	Decrease.	Increase.	Decrease.	Increase	Decrease	
(4)	(4)	.....	.....	.....	.....	.....	.....	After negotiations.
(5)	(5)	.....	.....	.....	.....	.....	.....	After negotiations.
$10–$13.75	$11.25	.....	.....	$1.25	.....	.....	.....	By voluntary concession.
.....	15.00	.....	.....	.....	.....	.....	.....	By voluntary concession.
23.75	25.00	.....	.....	1.25	.....	.....	.....	By voluntary concession.
7.50	·8.75	.....	.....	1.25	.....	.....	.....	By voluntary concession.
13.75	15.00	.....	.....	.....	.....	.....	.....	By voluntary concession.
9–9.90	9.36	.....	.....	$36–$66	.....	.....	.....	By voluntary concession.
.....	10.56	.....	.....	.....	.....	.....	.....	By voluntary concession.
.....	.....	.....	.....	.....	.....	.....	.....	On demand of men.
$6.–$6.60	$7.50–8.10	.....	.....	$1.50	.....	.....	.....	After a strike. Summer schedule to be settled by arbitration.
$9–$9.60	$9.60 –$10.20	.....	.....	.60	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	By arbitration.(4).
$9.75	$10.25	.....	.....	.50	.....	.....	.....	On demand of men, followed in the case of 36 employees by a strike.
12.00	15.00	.....	.....	3.00	.....	.....	.....	On request of men.
.....	.....	.....	.....	1.50	.....	.....	.....	After a strike.
$6–$12.00	$7.50–15.00	.....	.....	$1.50–3.00	.....	.....	.....	On request of employees.
$3.75	$6.16	.....	.....	$2.41	.....	.....		On demand of employees.

(6) For statement with regard to the circumstances under which this advance was obtained see *Labour Gazette* for December, 1906, p. 689. The text of the new agreement signed, was published in the January, 1907, issue of the *Labour Gazette*, pp. 794–799.

Locomotive engineers in the employ of the Canadian Northern Railway in Quebec and Nova Scotia obtained a new schedule dating from October 1, involving an increase in wages (7). Carmen in the employ of the same company also received an increase (8).

The Père Marquette Railway Company increased the wages of a number of employees on its Canadian lines. Telegraph operators and car shop employees received increases dating from November 1, and train despatchers, railway clerks and locomotive engineers had their wages increased from December 15. Details with regard to these increases are set forth in the accompanying table.

The Michigan Central Railway Company increased the wages of 25 switchmen and yardmen and of 397 car-shop employees on December 1. Full details as to the nature of the latter increases are shown in the following table:—

Class.	Number affected.	Old rate. c.	New rate. c.
Painters	15	18	18
Helpers in paint shop	2	14½	15½
Coach builders	11	20	21
Freight car builders.	21	18	19
Truck car builders	5	15	16
Carpenters	7	19	20
Wood machinists	5	18	19
Labourers (shop)	14	14	15
Miscellaneous help	10	18	19
Blacksmiths	6	23	25
Helpers, (blacksmiths' shop)	5	14½	15½
Repair truck men	15	14½	15½
Oilers & cleaners	7	15	16
Car inspectors	6	$55 p. mo.	$60 p. mo.

Ten hours per day are worked with five hours on Saturday, or fifty-five hours per week. In the locomotive department changes were granted as follows:

Class.	Number affected.	Old Rate per hour.	New rate per hour.
		cts.	cts.
Machinists	54	27	29
Improver(machinists)	26	16	17
Labourers	22	13	14
Gang bosses	4	30	32
Carpenters	6	18	19½
Helpers	6	13½	14½
Pipe fitters	6	22	24
Helpers	4	14	15
Tinsmiths	5	21	23
Blacksmiths	10	26	28
Helpers	12	14½	15½
Boilermakers	14	28	30
Helpers	44	14½	15½
Miscellaneous	55	14	15

Hours of labour ten per day with five on Saturday as under previous schedule.

Some 52 sectionmen employed on the Dominion Atlantic Railway between Windsor and Yarmouth, N.S., obtained an increase of 25 cents per day during the winter months, the summer schedule to be determined by arbitration.

Early closing.—A by-law was passed by the City Council of Ottawa, Ont., requiring places of business with the exception of groceries, fruit stores, butcher shops, bakeries, dairies and tobacco stores to close at 7 p.m., on Saturdays, the stores excepted from this provision to close at 9 p.m. Subsequent to the passing of the by-law a number of dry goods stores agreed to close at 6 p.m. on Saturdays. At Montreal, Que., the early closing by-law in force since 19 5 was declared *ultra vires* in the courts.

CO-OPERATIVE BANK AT LEVIS, QUE.

THE annual report of the Board of Management of "La Caisse Populaire de Levis, Que.," for the year ended November 30, 1906, being the sixth year of the bank's operations, was recently published. The bank was stated to have had a prosperous year, notwithstanding that the installation of a waterworks system by the municipality absorbed a

(7) A copy of this schedule was published in the January, 1907, *Labour Gazette*, pages 799–803.

(8) A copy of this schedule was published in the November, 1906, *Gazette*, page 520.

*An account of the establishment and operations of La Caisse Populaire de Levis was published in the *Labour Gazette* for March, 1905 (Vol. V. No. 9), page 980. A reference to the annual meeting held December 21, 1905, was published in the *Labour Gazette* for March, 1906 (Vol. VI, No. 9), page 1,009.

large portion of the people's small savings, and in this way caused a diminution in deposits.

Financial Statement.

The following statement shows the financial condition of the bank on November 30, 1906:—

ASSETS.

Securities		$28,922 74
General expenses		278 24
Cash		14,327 85
		$43,529 80

LIABILITIES.

Paid-up capital		$28,876 55
Deposits		9,559 53
Interest upon deposits		13 98
Dividends		359 31
Total liabilities		$38,809 37
Entrance fees	$ 114 10	
Reserve fund	1,794 41	
Provident fund	206 14	
Surplus	396 06	
		2,510 71
Profits		2,209 72
		$43,529 80

Certified correct,
Levis, December 1, 1906.
(Sgd.) ALPHONSE DESJARDINS,
President and Manager.

The following statement shows the total receipts and disbursements of the bank since its establishment in 1900:—

RECEIPTS.

Paid-up capital		$38,765 44
Entrance fees	$ 874 30	
Profits	6,957 82	
	$7,832 12	
The last two amounts are divided as follows:		
Reserve fund	$1,794 41	
Provident fund	206 14	
Surplus	396 06	
Interest on deposits	406 30	
Dividends	2,503 64	
General expenses	479 99	
Cash in hand	2,045 58	
		7,832 12
Savings deposits		24,393 29
Loans repaid		161,206 30
		$232,197 15

DISBURSEMENTS.

Withdrawals on capital	$ 9,888 89
Withdrawals on savings	14,833 76
Securities	190,130 01
Interest on savings	392 32
Dividends	2,144 33
General expenses	479 99
Cash on hand	14,327 85
	$232,197 15

Certified correct,
Levis, December 1, 1906.
(Sgd.) ALPHONES DESJARDINS,
President and Manager.

The assets of the bank increased by more than $7,500 during the past year, the Savings Fund showing an increase of $7,000, while general receipts increased $72,000. Loans were 70 more in number than in the preceding year, being 368, for a sum of $64,766.72. Profits showed an increase of about $500.00 compared with the previous year.

Reference was made n the report of the Board of Management to the legislation providing means for the incorporation of co-operative societies passed at the 1906 session of the Quebec legislature, and to the Bill relating to co-operative societies recently introduced into the Dominion House of Commons.

INTERCOLONIAL RAILWAY EMPLOYEES' PROVIDENT FUND.

ON January 11, The Honourable the Minister of Railways and Canals, Canada, moved in the House of Commons "that this House go into Committee to consider the following resolution:—

Resolved: That it is expedient to establish a fund to provide life allowances to certain retired employees of the Intercolonial and Prince Edward Island Railways, and to authorize a contribution by His Majesty to the said fund, out of the gross earnings of the railways, of an amount not exceeding $100,000 per annum.

The order being granted, the Honourable Minister moved the resolution in the House on January 15, and in connection therewith stated that it was his intention to introduce a bill setting forth details of the arrangement proposed when the above resolution affirming the principle involved had been approved by the House. In the course of the discussion of the resolution, it was further stated that the question of making provision for employees of the Intercolonial Railway, who have reached a certain age or who have been disabled in the service, had occupied the attention of the Department of Railways for a number of years, and had also claimed a large amount of attention from the employees of the railway, the matter having been discussed by them as early as 1902. The arrangement proposed was described as one whereby the employees would contribute 1½ per cent of their monthly

earnings to a fund to which the railway would contribute an equal sum out of its earnings wherewith to make retiring allowances to men grown old in the service, or obliged by reason of some disability to sever their connection with the railway. The proposal was described as amounting virtually to an increase in wages of 1½ per cent. The fund, it was further explained, though generally designated a pension fund, would be of the nature rather of a provident fund, which would have the additional value of enabling the railway to retire a number of old employees whom it was unable at present to lay off. The proposed allowance, it was stated, would be paid monthly, at the rate of 1½ per cent of the average monthly pay received by an employee during the ten years immediately preceding his retirement, multiplied by the number of years of his service, the minimum retiring allowance to be $20.00 per month. Other details of the proposed arrangement were described as follows: that every employee will be compelled to avail himself of the law; that no man over 35 years of age, who has no technical railway training, may be given employment in the service of the Intercolonial Railway in future, while new employees who have railway training must not exceed the age of 45 years; that all must submit to medical examination; that employees dismissed for cause will not receive any refund, but in the case of an employee dying after paying into the fund for a number of years, the money due to him will be paid to his widow or heirs. About 8,000 men, it is stated, would be affected by the arrangement.

The resolution was agreed to and a bill (No. 68) to establish the Intercolonial and Prince Edward Island Railway Provident Fund, was thereupon ntroduced into the House by the Honourable the Minister of Railways and Canals, and received its first reading on January 15.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

RECENT official returns relating to immigration and colonization show continued expansion in the movement. Immigration arrivals during the calendar year 1906 increased by 71,912 compared with 1905, while the number of homestead entries made increased by 7,367 The outlook for the season of 1907 was that the number of arrivals and the progress of settlement would be greater than in any previous year.

Recent Immigration Returns.

Immigration through ocean ports during December, 1906, declared for Canada, was as follows:—

IMMIGRATION BY OCEAN PORTS DURING DECEMBER, 1906.

	Male	Female	Children under 12.	Total.
Immigrants.....	2,811	1,318	1,179	5,308
Returned Canadians.....	309	58	37	404
Tourists.....	48	9	2	59
Totals.....	3,168	1,385	1,218	5,771

A summary of immigration proper through ocean ports, declared for Canada, during July-December, 1906, is as follows:

IMMIGRATION BY OCEAN PORTS DURING JULY-DECEMBER, 1906–1905.

	Male	Female	Children under 12.	Total.
July, 1906.....	6,883	3,256	3,068	13,207
August, 1906 ...	7,180	2,924	2,759	12,863
September, 1906	5,014	2,925	2,344	10,283
October, 1906....	4,136	2,423	2,148	8,707
November, 1906 .	4,021	1,694	1,380	7,095
December, 1906..	2,811	1,318	1,179	5,308
Totals.....	30,045	14,540	12,878	57,463
Corresponding mos. of 1905..				36,593
Increase for 1906				20,870
Percentage of increase, 57 % .				

The following is a statement of immigration from the United States during July-December, 1906, as compared with the corresponding period of 1905:—

IMMIGRATION FROM THE UNITED STATES JULY–DECEMBER, 1906–1905.

Through Montreal, July–December, 1906	416
Through Winnipeg and outports, July-December, 1906	20,445
Customs entries, July-December, 1906	4,002
Total, 1906	24,863
Corresponding months of 1905	18,803
Increase for 1906	6,060

The following is a statement of the total immig ation to Canada during July-December, 1906, as compared with the corresponding months of 1905:—

1906.		
Through ocean ports	57,463	
From the United States	24,863	82,326
1905.		
Through ocean ports	36,593	
From the United States	18,803	55,396
Increase, 1906		26,930
Percentage of increase		48 ⅛%

Immigration During Calendar Year, 1906.

Immigrant arrivals in Canada during the calender year, 1906, ware 215,912 compared with 144,618 during 1905, an increase of 71,912 or 49 per cent. The immigration was made up as follows: British, 98,257; Continental, 53,874; and United States, 68,781.

British Emigration Returns.

During the month ended December 31, 1906, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING DECEMBER, 1906-1905.

Nationality.	1906	1905
English	1,195	852
Scotch	201	189
Irish	107	69
Total of British origin	1,503	1,110
Foreign	640	37
Nationality not distinguished	.....	3
Total	2,143	1,150

For the calendar year ending December 31, 1906-05, the report was as follows:—

EMIGRATION FROM GREAT BRITAIN FOR THE CALENDAR YEARS 1906 AND 1905.

Nationality.	1906	1905
English	69,668	49,077
Scotch	18,417	11,243
Irish	3,155	2,183
Total of British origin	91,240	62,503
Foreign	16,271	18,712
Nationality, not distinguished	21	43
Total	107,532	81,258

It will be seen from the above that an increase of 993 took place in the number of emigrants from Great Britain during December, 1906, compared with December, 1905, and of 26,274 in the number of emigrants during 1906 compared with 1905.

Homestead Entries During December, 1906.

The following statement shows the number of homestead entries made in December, 1906, compared with December, 1905:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES DURING THE MONTH OF DECEMBER, 1906, AS COMPARED WITH DECEMBER, 1905.

Agency.	1906	1905	Increase	Decrease	Remarks
Alameda	62	109	.....	47	
Battleford	150	309	.....	159	
Brandon	4	15	.....	11	
Calgary	84	124	.....	40	
Dauphin	39	45	.....	6	
Edmonton	177	255	.....	78	
Kamloops	8	5	3	.....	
Lethbridge	118	121	.....	3	
Minnedosa	.....	18	.....	18	
Humboldt	95	.....	95	.....	
New Westminster	7	3	4	.....	
Prince Albert	83	108	.....	25	Net decrease for December 1906
Regina	282	630	.....	348	
Red Deer	109	187	.....	78	
Winnipeg	87	58	29	.....	
Yorkton	97	348	.....	251	
Total	1,402	2,335	131	1,064	933

It will be seen that there has been a net decrease in the number of homestead entries made in December, 1906, compared with December, 1905 of 933.

A statement of the homestead entries during the first six months of the present, compared with the corresponding period of the last fiscal year, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES FROM JULY TO DECEMBER, 1906, 1905.

Month.	1906	1905	Increase	Decrease	Remarks
July	4,174	3,751	423		
August	3,388	3,040	348		Net increase for last six months.
September	2,595	2,406	189		
October	3,389	2,771	618		
November	2,966	3,468		502	
December	1,402	2,335		933	
Total	17,914	17,771	1,578	1,435	143

A statement of the number of homestead entries by agencies made during the calendar year 1906, compared with the calendar year 1905, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES BY AGENCIES DURING CALENDAR YEARS 1906 AND 1905.

Agency.	1906.	1905.	Increase.	Decrease.
Alameda	2,04	2,031	10	
Battleford	7,430	5,183	2,247	
Brandon	1720	232		112
Calgary	626	2,113		393
Dauphin	64	499	127	
Edmonton	5,102	3,094	2,008	
Kamloops	63	113		50
Lethbridge	2,141	1,786	355	
Minnedosa	217	200	17	15
New-Westminst'r	422	29	10	
Prince-Albert	39	1,960		150
Régina	1,810	883	1,817	
Red-Dear	3,952	2,629	1,323	
Winnipeg	994	629	365	
Yorkton	3,635	4,264		23
Total	242,01	34,654	8,701	1,334

It will be seen that there has been a net increase in the number of homestead entries made during the calendar year 1906, compared with the calendar year 1905, of 7,367.

The following statement shows the homesteads entries by months during the calendar year 1906, compared with the calendar year 1905:—

STATEMENT OF HOMESTEAD ENTRIES BY MONTHS DURING CALENDAR YEARS 1906-1905

Month.	1906	1905	Increase	Decrease
January	1,903	1,407	496	
February	2,036	1,169	867	
March	4,018	2,426	1,592	
April	6,189	3,781	2,408	
May	4,583	3,916	667	
June	5,369	4,175	1,194	
July	4,174	3,751	423	
August	3,388	3,040	348	
September	2,595	2,406	189	
October	3,389	2,771	618	
November	2,966	3,468		502
December	1,402	2,335		933
Total	42,012	34,645	8,802	1,435

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan. Alberta and British Columbia, during the month of December, 1906, were as follows:—

STATEMENT SHOWING NATIONALITIES OF HOMESTEADERS DURING DECEMBER.

Nationalities.	No. of Entries.
Canadians from Ontario	194
" Quebec	21
" Nova Scotia	9
" New Brunswick	1
" Prince Edward Island	8
" Manitoba	39
" Saskatchewan	49
" Alberta	22
" British Columbia	6
Persons who had previous entry	157
Canadians returned from the United States	35
Americans	375
English	168
Scotch	51
Irish	8
French	11
Belgians	3
Roumanians	1
Syrians	
Germans	17
Austro-Hungarians	156
Hollanders	1
Danes (other than Icelanders)	1
Icelanders	2
Swedes	13
Norwegians	25
Russians (other than Mennonites and Doukhobors)	29
Australians	1
Total	1,402

Representing 3,434 souls.

Of a total of 410 entries made in December by persons coming from the United States to Canada there were 114 from South Dakota, 74 from Minnesota, 27 from Virginia, and 25 each from Delaware and Iowa.

Lands Patented During December, 1906.

An abstract of letters patent, covering Dominion Lands, situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued from the Department of the Interior during the month of December, 1906, is as follows:—

LANDS PATENTED DURING DECEMBER, 1906

Nature of Grant.	December, 1906.	
	No. of Patents.	No. of Acres.
British Columbia Homesteads	1	160.00
British Columbia Sales	1	2.50
Coal Lands Sales	.....	.....
Commutation Grants	.....	.....
Homesteads	1,039	165,635.53
Hudson's Bay Company	17	12,041.70
Manitoba Act Grants	.....	.....
Military Bounty Grants	.....	.....
Mining Lands Sales	.....	.....
North-west Half-breed Grants	25	4,557.50
Parish Sales	1	160.00
Railways:		
Canadian Northern Ry. Co.	63	24,790.63
Canadian Pacific Ry. Grants	1	15.10
Canadian Pacific Ry. roadbed and Station grounds	.....	.....
Man. South-western Col. Ry. Co	22	4,954.19
Qu'Appelle Long Lake & Sask. Rd. & Steamboat Co.	.....	.....
Sales	34	4,382.05
School Lands Sales	9	1,454.75
Special Grants	.....	.....
Yukon Territory Sales	2	78.94
Totals	1,215	218,232.89

In December, 1905, the number of patents issued was 679, covering an area of 265,136.35 acres, showing an increase during December, 1906, of 536 in the number of patents issued, but a decrease of 46,902.45 acres in the area patentep.

Land Sales

The following is a statement of the farm land sales made by the Canada North West Land Company, Limited, During the month of December, 1906, compared with December, 1905, and also of the sales for the calendar year ending December 31, 1906, compared with 1905;

LAND SALES OF CANADA NORTH-WEST LAND COMPANY.

	Acres.	Price obtained.
December, 1906	1,181.95	$11,819.50
December, 1905	11,192.59	77,891.13
Decrease, 1906	10,010.64	66,071.63
From Jan. 1 to Dec. 31, 1906	60,342.01	$592,655.61
From Jan. 1 to Dec. 31, 1905	144,859.40	966,290.27
Decrease, 1906	84,517.41	$373,634.66

Notes.

It is the intention of the *Salvation Army* to bring to Canada some 25,000 immigrants during 1907. Arrangements for transporting and distributing these were completed during January, the entire accommodation of three steamers having been chartered for the season, besides all available accommodation on other steamship lines. The majority of the immigrants will be available for engagement as farm labourers, teamsters, navvies, quarry men, railway construction workers, factory and general workers. If house accommodation can be furnished, married men with growing families are specially recommended to farmers

During the past few months, representations have been made to the government to have more of the immigrants coming from Great Britain to Canada locate in the Eastern Townships. The farmers in the past have suffered greatly for want of help, but the action of the government in sending a representative to Great Britain to select help will relieve the situation. The agent, left during January, and had a large number of applications from farmers and others to secure help. He will return about the first of May.

By "an Act to amend the *Naturalization Act*" passed by the Dominion Parliament on January 30, 1907, it was pro-

vided that persons resident in Canada, or in the service of the Government of Canada or of any province of Canada, who are already naturalized in any other part of the Empire, and who desire to be naturalized in Canada, may, if they intend when naturalized to reside either in Canada, or to serve under the Government of Canada, or the Government of any of the provinces, apply for a certificate of naturalization without having complied with the general conditions as to residence required under the Naturalization Act. The oaths to be taken and the evidence to be adduced in support of such an application are set forth.

The *Colonization Society of Montreal* held its annual meeting during January. General progress was reported, there having been an increase n the number of French immigrants. The total number of colonists registered at the Society's bureau was 2,021, distributed as follows; North of Montreal, 958 Temiscamingue district, 433; Metapedia Valley, 126; Baie de Chaleurs district, 27; Temiscouata, 28; Lake St. John Valley, 70; Northern Ontario, 125, and Western Canada, 254. These numbers show an increase as compared with last year. Transportation for colonists has been improved. An agency was established at St. Pierre and Miquelon, in addition to a number maintained in the United States.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF JANUARY, 1907.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in the loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 253 individual workpeople in Canada during the month of January, 1907, were reported to the Department of Labour. Of these 58 were fatal and 195 resulted in serious injuries. In addition, accidents to 8 workmen, of which 5 were fatal, were reported as having taken place prior to the beginning of the month, information not having been received by the Department before January, 1907. The number of fatal accidents reported in January, was 28 less than the previous month and 2 less than in January, 1907.

Of 166 returns received during the month giving the ages of the victims of industrial accidents, 13 referred to persons under twenty-one years of age, 23 to persons between twenty-one and forty-five; and 7 to persons over forty-five; 123 persons were over twenty-one years of age but their exact ages were not specified.

The following is a record of the accidents of the month by industries and groups of trades:—

STATEMENT OF ACCIDENTS DURING JANUARY, 1907, BY INDUSTRIES, AND TRADES.

Trade or Industry.	Killed.	Injured.	Total.
Agriculture	5	16	21
Fishing and Hunting	2	.....	2
Lumbering	4	10	14
Mining	14	22	36
Building Trades	1	15	16
Metal Trades	1	49	50
Woodworking Trades	.....	9	9
Printing Trades	.....	3	3
Clothing Trades	1	1	2
Food & Tobacco Preparation	.....	6	6
Railway Service	23	22	45
Navigation	3	1	4
General Transport	2	10	12
Civic Employees	.....	11	11
Miscellaneous	2	13	15
Unskilled Labour	.....	7	7
Total	58	195	253

Nature of Fatalities and Accidents.

The chief disasters of the month were the killing of a construction foreman and two of his men near Kenora, Ont.; the drowning of two lobster fishermen at St. Margaret's Bay, N.S.; the death of two dining-room waiters in a railway

wreck at Kaministiquia, Ont.; the death of two miners by an explosion of dynamite at Cobalt, Ont., and the death of two sectionmen near Dufferin, Ont., by being run over by an express train.

Fatal Dynamite Explosion at Kenora, Ont.

On January 17 while a construction foreman and men were loading a hole preparatory to blasting at Dutton's Camp on the Grand Trunk Pacific Railway, about 20 miles from Kenora, Ont., a premature explosion of 150 pounds of dynamite took place killing the foreman and three of his men and seriously injuring three other workmen. The coroner visited the locality, and after investigation considered an inquest unnecessary.

Drowning Fatality in St. Margaret's Bay, N. S.

Two lobster fishermen set out early in the morning of January 3, to attend to their traps. A heavy sea was running and the waves continually breaking on the rocks where the traps were placed. In some manner their boat capsized and they were both drowned.

Railway Wreck at Kaministiquia Station, on C. P. R.

Owing to a broken rail the east-bound Transcontinental train on the Canadian Pacific Railway was derailed near Kaministiquia, a small station 25 miles west of Fort William at 2.30 p.m. on January 6. Several coaches were wrecked, two dining-car waiters were killed and six other persons injured.

Dynamite Explosion at Cobalt, Ont.

On the morning of January 7 two miners were drilling at the Nova Scotia mine, Cobalt, Ont., when it is supposed, an old hole where a charge had missed fire, exploded and instantly killed both workmen.

Death of two Sectionmen near Dufferin, Ont.

On January 24, two sectionmen were run over and killed in a snowstorm by No. 3 eastbound express on the Michigan Central Railway. It is believed that they could not see the approach of the train until too late.

Record by Trades and Industries.

Agriculture.—During January there were 5 fatal accidents and 16 serious accidents to persons engaged in this industry, compared with 11 fatal and 21 non-fatal accidents in the preceding month and 8 fatal and 15 non-fatal accidents in January, 1906. One of the fatalities was due to the victim being struck on the head by a wagon pole, 1 to being thrown from a cutter in a runaway, 1 to being struck by a falling tree, 1 to drowning while crossing a river on the ice with a load of milk, and 1 to being struck by an engine at a crossing. Four of the serious accidents were due to live stock, 3 to falls, 3 to exposure, 2 to runaways and 1 each to being run over by a vehicle, tools, falling material and machinery.

Fishing and Hunting.—There were two fatalities in this group in January, 1907, 2 lobster fishermen being drowned by the capsizing of their boat in St. Margaret's Bay, N.S. There were three drowning accidents in the previous month and no accidents in January, 1907.

Lumbering.—In this industry death came through accident to 4 workmen, and 10 others were injured during January, 1906 In December, 1906, there were 14 killed and 21 injured and in January, 1906, 3 killed and 3 injured. Three workmen were killed by falling logs or trees and 1 by being caught in shafting. Contact with machinery was responsible for 5 minor accidents, falling logs or trees for 4 and a fall for 1.

Mining —Fourteen mine workers were killed and 22 injured during January. In the preceding month 9 were killed and 16 injured, and in January, 1906, 4 killed and 7 injured. Four of the deaths were caused by falling material, 4 by explosions, 3 by falls, 1 by being struck by cars or trucks, 1 by being frozen to death and 1 by being buried under a snow slide. Twelve of the other accidents were caused by falling material, 6 by explosions, 3 by being caught between cars and 1 by machinery.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 39.

TABLE OF FATAL INDUSTRIAL ACCIDENTS DURING THE MONTH OF JANUARY, 1907.

Trade or Industry.	Locality.	Date.	No. Killed	Cause of Fatality.
Agriculture—				
Farmer	Kettey's Bridge, Ont.	Jan. 2	1	Thrown from cutter in runaway.
"	South Oxford, Ont.	" 3	1	Struck on head by wagon tongue.
"	Stratford, Ont.	" 10	1	Struck by falling limb of tree.
"	York Tp., Ont.	" 22	1	Drowned, while crossing river on ice
"	Arnprior, Ont.	" 25	1	Struck by engine at crossing.
Fishing and Hunting—				
Fishermen	St. Margaret's Bay, Ont.	" 4	2	Drowned by upsetting of dory.
Lumbering—				
Head sawyer	Paisley, Ont.	" 2	1	Struck on head by wooden pulley.
Saw-mill hand	Chatham, N. B.	" 10	1	Caught in shafting.
Logger	Whitefish Lake, Ont.	" 15	1	Struck on head by end of log.
"	Near Ottawa, Ont.	" 18	1	Tree fell on him.
Mining—				
Miner	Coal Creek, B. C.	" 3	1	Roof timbers fell on him.
Miners	Frank, Alta.	" 5	1	Fell down shute.
Miners	Cobalt, Ont.	" 8	2	Explosion of dynamite.
Miner	Glace Bay, N. S.	" 8	1	Struck by empty trip.
"	Extension, B. C.	" 10	1	Fall of coal.
"	Nanaimo, B. C.	" 14	1	"
"	Glace Bay, N. S.	" 28	1	Falling stone.
Smelter	Grand Forks, B. C.	" 7	1	Explosion of molten metal.
Blaster	Kingsmere, Que.	" 10	1	Struck by flying rock from blast.
Quarryman	Shisler's Point, Ont.	" 10	1	Fell into pit.
Prospector	Cobalt, Ont.	" 23	1	Frozen to death.
Mine cook	Nelson, B. C.	" 22	1	Buried in snowslide.
Building Trades—				
Carpenter	St. Thomas, Ont.	" 11	1	Fell from roof of ice-house.
Metal, Engineering and Shipbuilding Trades—				
Foundryman	Toronto, Ont.	" 24	1	Fell into pit.
Clothing Trades—				
Boot and shoe worker	Montreal, Que.	" 18	1	Fell in elevator shaft.
Railway Service—				
Conductor	Montreal, Que.	" 21	1	Head on collision.
Engineer	Pomsayville, Ont.	" 4	1	Head struck passing mail hook.
"	Frank, Alta.	" 10	1	Derailment of engine.
Fireman	Belleville, Ont.	" 4	1	Explosion of boiler.
Brakeman	Atwood, Ont.	" 2	1	Run over by train.
"	Inverness, N. S.	" 9	1	"
"	Fernie, B. C.	" 10	1	Struck by engine.
"	Weston, Ont.	" 17	1	Run over by train.
"	Kaministiquia, Ont.	" 19	1	"
Brakeman	Port Credit, Ont.	" 22	1	Struck by train.
"	Gracefield, Que.	" 28	1	Run over by train.
Yardman	Hochelaga, Que.	" 2	1	"

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, SERIES F., No. 39.

TABLE OF FATAL INDUSTRIAL ACCIDENTS DURING THE MONTH OF JANUARY, 1907.—Continued.

Trade or Industry.	Locality.	Date.	No. of Killed	Cause of Fatality.
Sectionman	St. Roch, Que.	" 15	1	Struck by snow plough.
"	Hagersville, Ont.	" 24	2	Struck by engine.
Dining car waiters	Kaministiquia, Ont.	" 5	2	Derailment of train.
Construction hands	Kenora, Ont.	" 19	3	Explosion of dynamite.
"	Foxwarren, Man.	" 24	1	"
Coal handler	White River, Ont.	" 18	1	Caught between engine coal chute.
Engine wiper	Vancouver, B. C.	" 17	1	Struck by engine.
Navigation—				
Marine engineer	Collingwood, Ont.	" 3	1	Fell 18 feet into hold of vessel.
Stevedore	St. John, N. B.	" 19	1	Caught in steam winch of vessel.
Sailor	Off Halifax, N. S.	" 21	1	Drowned, washed overboard.
General Transport—				
Street car employee	Montreal, Que.	" 23	1	Crushed between cars while coupling.
Teamster	St. Catharines, Ont.	" 25	1	Heavy case of goods fell on him.
Miscellaneous—				
Paper maker	Chatham, N. B.	" 10	1	Caught in shafting.
Foreman of brick company	Lambton Mills, Ont.	" 31	1	Explosion of dynamite.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN JANUARY.

Farmer	Ste. Anne de la Perade, Que.	Dec.	28	1	Drowned, while crossing river on ice with team.
Logger	Near Edmonton, Alta.	"	8	1	By falling tree.
Teamster	Scotstown, Que.	"	31	1	Heavy timber fell on him.
Miner	Coal Creek, B. C.	"	24	1	By fall of rock.
"	Michel, B. C.	"	31	1	Run over by motor car.

Building trades —During January there was 1 fatal and 15 non-fatal accidents in this group, as against 3 killed and 21 injured in the former month and 1 killed and 13 injured a year ago. A carpenter at St. Thomas, Ont., fell from an ice house and was killed. Seven workmen received serious injury from falls, 6 from contact with machinery or tools and 2 from falling material.

Metal trades.—There were 1 fatality and 49 minor accidents during January, 1907, compared with 11 killed and 30 injured in December, 1906, and 5 killed and 45 injured in January, 1906. A foundryman at Toronto, Ont., fell into a pit and was killed. Of the non-fatalities 24 were due to machinery, 10 to falling material, 5 to falls, 5 to molten metal, 2 to exlposions, 2 to elevators and 1 to being caught between boxes.

Woodworking trades.—Nine woodworkers were more or less seriously injured in January, compared with 7 injured in previous month and 7 injured in January, 1906. Six of the injuries were caused by machinery, 2 by falling material and 1 by the projection of a piece of board from a saw.

Printing and allied.—Three workmen in this group were injured in presses during January, compared with 2 in the preceding month and 2 in January, 1906.

Clothing trades.—During January a

boot and shoe worker at Montreal, Que., was killed by a fall in an elevator shaft, and a garment worker at Toronto, Ont., had a finger amputated by a cutting machine. In December there were two seriously injured and in January, 1906, the same number.

Food and tobacco preparation.—Six minor accidents was the January record in this branch, compared with 2 killed and 7 injured in the preceding month and 3 seriously injured in January, 1906. Three of the injuries were due to falling material, 2 to falls and 1 to being struck by an elevator.

Railway service.—Twenty-three railway employees met death through accident and 22 were seriously injured during January, compared with 13 killed and 27 injured in the month before and 20 killed and 27 injured during January, 1906. Six deaths were caused by the victims being struck by trains, six by being run over, 5 by explosions, 3 by derailments, 1 by a collision, 1 by being struck by a passing object and 1 by being caught between cars. Of the other accidents, 11 were caused by explosions, 3 by falls, 2 by collisions, 2 by falling material, 1 by derailment,2 by being struck by trains and 1 by being run over.

Navigation.—Three killed and 1 injured was the record of this employment during January. There were 7 killed and 12 injured in the previous month and 7 killed and 1 injured in January, 1906. A marine engineer at Collingwood, Ont., fell 18 feet into the hold of a vessel and was killed; a stevedore at St. John, N.B., was caught in a winch and died from the effects, and a sailor off Halifax, N.S., was washed overboard and was drowned. The other accident was due to a fall.

General transport.—In this group 2 workmen lost their lives through accident, and 10 were injured during January. The month before there were 7 killed and 12 injured and in January, 1906, 7 killed and 1 injured. A heavy case of goods fell on a teamster at St. Catharines, Ont., causing his death, and a street car employee was crushed to death between two cars while coupling. Four of the other accidents were due to falls, 2 to falling material, 2 to collisions, 1 to being caught in an elevator and 1 to being caught in a motor.

Civic employees.—Eleven civic employees were seriously injured during January. In December there were 2 killed and 4 injured and in January, 1906, 8 injured. Of the 11 injured 9 were caused by falling material and 2 by falls.

Miscellaneous.—In this group 2 deaths and 13 injuries occurred in January, as against 3 deaths and 15 injuries in December and 3 deaths and 17 injuries in January, 1906. A paper maker at Chatham, N.B., was caught in shafting and lost his life and a foreman of a brick company at Lambton Mills, Ont., was killed by an explosion of dynamite. Four of the other accidents were due to falling material, 3 to machinery, 3 to falls, 2 to explosions and 1 to being kicked by a horse.

Unskilled labour.—Seven workmen in this group were seriously injured during January. In the preceding month there were 2 killed and 1 injured and in January, 1906, 5 killed and 9 injured. Two of the 7 injuries were caused by falling material, 2 by falls, and 1 each by being caught in an elevator, caught between a turn table and an obstruction and by contact with a circular saw.

RECENT INDUSTRIAL AGREEMENT.

Cumberland Railway and Coal Company.

THE following schedule of wages became effective on September 1, 1906, for employees of the Cumberland Railway and Coal Company:—

WAGES SCHEDULE.

Class of Labour.	Rate of Wages.
Engineers—	
1st year Shunting or Main Line	$ .22½ per hour.
2nd year " " "	.27½ "
3rd and subsequent years Shunting or Main Line	.27 "
Cylinders 19 or over	.29 "
Firemen—	
1st six mos. Shunting or Main Line	.16 "
2d six mos. Shunting or Main Line	.17 "
2d and subsequent years Shunting on Main Line	.18½ "
Cylinders 19 or over	.20 "
Express Service	.18½ "
Spare, at Shop	.16 "

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages.	
Conductors—		
Passenger and Mixed through Trains	70.00	per month.
Brakemen—		
1st year, Passenger and Mixed through Trains	.17	per hour.
2d year, Passenger and Mixed through Trains	.19	"
3d year, Passenger and Mixed through Trains	.20	"
Conductors—		
Local, Mines to Junction	.25	"
Brakemen—		
1st yr., Local, Mines to Junction	.17	"
2d yr., Local Mines to Junction	.18	"
3d yr., Local Mines to Junction	.19	"
Conductors—		
1st year, on Coal Train	.21	"
2nd year, on Coal Train	.23	"
3rd year, on Coal Train	.23	"
Brakemen—		
1st year, on Coal Train	.17	"
2nd year, on Coal Train	.18	"
3rd year, on Coal Train	.19	"
Yardmasters—		
1st year	.21	"
2nd year	.23	"
3rd year	.23	"
Foreman Shunter—		
1st year	.20	"
2nd year	.23	"
3rd year	.23	"
Yardman—		
1st year	.17	"
2nd year	.18	"
3rd year	.19	"
Men at Screens—		
Dropping Cars—		
1st year	.14	"
2nd year	.15	"
3rd year	.15	"

FAIR WAGES SCHEDULE.

Class of Labor.	Rate of Wages.	
Stationary Engineers—		
No. 1 and 2 Hoisting Engines	.22	"
No. 5 Hoisting Engine	.20	"
Haulage Engine in Mine	$.20	per hr., add 22%
Pumpsmen in Mine	.15 & .13	" "
Pump Repairman in Mine	.15 & .18	" "
Stationery Firemen	.16½	" and no %
Watertenders	.18½	" "
Firemen at No. 1	.15	" "
Tending Fan Engine	.11	" "
Steam Fitters	$1.80	p. day, add 22%
Machinists	1.80	" " "
Machinists	1.55	" " "
Machinists Apprentices:		
1st year	.60	" " "
2nd year	.80	" " "
3rd year	1.00	" " "
4th year	1.40	" " "
Mechanics' Helpers	1.15	" " "
Blacksmiths	1.75	" " "
Blacksmiths	1.60	" " "
Blacksmiths' Helpers	1.35	" " "
Horseshoers	1.65	" " "
Picksharpners	1.50	" " "
Carpenters	1.60	" " "
Carpenters	1.45	" " "
Carpenters	1.40	" " "
Box Repairers	1.40	" " "
Car Repairers	1.40	" " "
Teamsters:		
Double	1.23	" " "
Single	1.15	" " "
Labourers:		
Screen Hands, etc	1.15	" " "
Section Men	1.10	" " "
Chain Runners	1.35	" " "
Shoving Over	1.25	" " "
Sheet Runners	1.15	" " "
Tipple Tenders	1.15	" " "
Dock Boss	1.25	" " "
Picking Tables	1.15	" " "
Watchman	.08	p. hr., " "

Ten hours constitutes a day's work.—

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during January, 1907.

DOMINION REPORTS.

Railway Statistics.

Annual Report of the Department of Railways and Canals for the fiscal year ended June 30, 1906. Ottawa, King's Printer, 1906. Pages 428. Price 25 cents.

THE total railway expenditure for the year ended June 30, 1906, amounted to $15,732,812.40. Of this, the sum of $1,841,269.95 was expended on the National Transcontinental, $11,364,571 23 on the Intercolonial, and $790,378.05 on the Prince Edward Island railways. The expenditure on canals amounted to $2,758,022.32, making an aggregate expenditure on railways and canals of $18,528,319.36, a decrease of $1,248,818.58 compared with the previous year. The total revenue derived from government works was $8,058,610.73.

There were 198 steam railways in actual operation, although the total number o controlling companies, not including the government railways, was 94. The number of miles of completed railway was 21,518, an increase of 917 miles Of the 21,518 miles, there were 21,353 in actual use. There were 21,444 miles of steel rails laid, of which 878 miles were double track. The paid-up capital amounted to $1,332,498,705.00,

an increase of over $83,830,000.00. The gross earnings for the year amounted to $125,322,865 00, and the working expenses to $87,129,434.00, leaving net earnings of $38,193,431.00, an increase of $11,703,806.00. There were 27,989,782 passengers carried during the year, an increase of over 2,700,000, and the freight traffic amounted to 57,966,713 tons.

The rolling stock comprised 2,931 locomotives and 99,914 cars, 2,477 of which were for passenger service and 91,276 for freight service.

The accident returns show that 361 persons were killed and 1,365 were injured during the year. Of the number killed, 139 were employees and 16 passengers. Of the number injured, 890 were employees and 239 passengers.

There were 814 miles of complete electric railways, all of which were in operation The paid-up capital amounted to $63,857,970.00. The gross earnings aggregated $10,966,872.00 and the working expenses $6,675,038.00, leaving net earnings of $4,291,834 00, an ncrease o $852,903.00. The number of passengers carried was 237,655,074, an increase of about 34,188,000. There were 47 persons killed during the year, 12 being passengers, 3 employees and 23 others, and 1,653 persons injured, of whom 1,088 were passengers, 125 employees and 440 others.

The gross earnings of government railways amounted to $7,950,552.97 and the working expenses $7,893,653.49, being a net gain of $56,899.48 against a net loss in the preceding year of $1,855,262.24.

Dominion Lands and Immigration.

Annual Report of the Department of the Interior for the year 1905–1906. Ottawa, King's Printer, 1906. Page 408. Price 25 cents.

The total revenue of the Department during the year 1905-6 amounted to $2,533,858.12, an increase of $697,439.56 compared with the previous fiscal year. Of this sum, the receipts from Dominion Lands were $1,701,580.71, from school lands, $608,960.79, and from seed grain $12,577.29.

There were 41,869 homestead entries against 30,619 in the previous year. Of the homesteaders, 12,485 were Americans, 5,897 English, 1,657 Scotch, 1,024 German, 2,193 Austro-Hungarians, and 703 repatriated Canadians. There were also 7,584 from Ontario, 1,531 from Manitoba, 792 from Quebec, 470 from Saskatchewan and 348 from Nova Scotia.

There was a total of 186,064 immigrants arrived in Canada during 1905-6, compared with 146,266 during the previous year. Of these, 86,796 were from Great Britain and Ireland, an increase of 21,437 compared with 1904-5, and 44,349 from the United States compared with 37,255 in the previous year. During the last 10 years, 832,606 persons landed in Canada, of whom 584,356 came from the British Isles and the United States. During the same period, 174,331 free homesteads were taken up in the Western provinces by actual settlers, 80,550 of whom were made by persons coming from the British Isles and the United States.

The Indians in Canada.

Annual Report of the Department of Indian Affairs for the year ended June 30, 1906. Ottawa, King's Printer, 1906. Pages 702. Price 45 cents.

According to the report of the Department of Indian Affairs there is a population of 109,394 Indians in Canada, an increase of 1,757 compared with 1904-5. The Indians had under cultivation 47,955 acres and harvested 1,405,570 bushels of grain and roots and 118,005 tons of hay, valued at $1,142,347. The total value of farm products, including beef, is estimated at $1,379,382. Wages amounted to $1,727,009.00; earnings from hunting and trapping were $762,398 and the revenue from fishing was $525,889 There were 301 Indian schools, with a total enrollment of 10,008 pupils.

BRITISH REPORTS.

International Labour Regulation.

Memorandum on the International Conference on Labour Regulation held at Berne, Switzerland, September, 1906. London, Wyman and Sons, 1906. Page 22. Price 2½d.

The question of industrial regulation by international agreement was first discussed at a co ference held at Berlin

in 1890 and again at Berne in 1905. The conference of 1905, at which 15 countries were represented, was merely for the preliminary consideration of two proposals, namely, the prohibition of night work for women in industrial employment and the prohibition of the use of white phosphorus in the manufacture of matches. Draft conventions were drawn up. In one, the period of rest for women was placed at 11 hours, namely from 10 p.m. to 9 a.m. All powers accepted this except Great Britain, whose delegates pointed out that laws were at that time in force which secured the desired result. The other relating to the use of white phosphorus in the manufactures of matches, proposed its prohibition after January 1, 1911. The conference held at Berne in September, 1906, was for the further consideration of these questions. At the convention respecting the night work of women, the representatives of 14 countries adopted articles in which night work in industrial undertaking in which more than 10 are employed is to be prohibited and, as before, a rest of 11 consecutive hours is to be imperative. Certain exceptions and explanation were given in detail. At the convention on the prohibition of the use of white phosphorus, articles in which the contracting parties refused to allow the manufacture, importation and sale of white phosphorus were signed by the representatives of 7 countries. Three powers refused to sign any agreement to this effect. Japan had intimated that she was not prepared to take any action and, as the consent of the British Government depended upon the unanimous adoption of prohibitive measures by all states, including Japan, Great Britain, with 3 other powers, declined to agree to the articles signed by the remaining states.

Coolie Labour.

Return to the House of Commons showing the names of various British possessions in which indentured coolie labour is employed, upon what work, the numbers employed, conditions under which the coolies are housed, and what regulations exist for the punishment of desertion or misconduct.

In compliance with an order from the British House of Commons, dated March 1906, for a return giving certain information relative to coolie labour under indenture, the Secretary of State for the Colonies sent out communications to the Governors of 40 colonies and protectorates. The replies forming this return, show that indentured coolie labour exists in 13 states. There are in all 871,884 coolies, the majority of whom come from British India and China. They are employed chiefly on sugar estates and like plantations; railroad and road construction and mining also furnish employment to very large numbers. In the greater number of cases no restrictions on modes of housing other than the sanitary regulations already existing in the colony are placed upon the labourers, but special regulations for the punishment of misconduct have been enacted in many instances.

The following table gives the name of the colony or protectorate having this kind of labour, the number and nationality of the coolies and the class of work upon which they are employed.

Colony.	Number of Coolies.	Native Country.	Class of Work.
Jamaica	1,392	British India	Banana, plantations, sugar estates.
Transvaal	49,877	Chinese	Unskilled labour.
Seychelles	80	British India	Roads and field labour.
British Guiana	11,921	British India	Sugar estates.
Trinidad	10,600	British India	Sugar and cocoa estates,
Natal	32.586	British India	Sugar estates, farm work brickfields, corporation and Government works.
Straits Settlements, Federated Malay States	13,534	British India, China and Java	Sugar, tapioca and rubber estates, roads, railways and mines.
Gold Coast	3,700	Liberia, Sierra Leone and S. Nigeria	Mines, General Labourers and scavengers.
Australia	2,152	Japan, Malay, and Philip.	Pearling industry.
Mauritius	43,800	British India	Sugar estates and dock
East African Protectorate	692,692	British India	Railway construction and public works.
Fiji	9,000	East Indies and Polynesia	Plantation labourers ,house and store servants.
Labuan	550	China and India	Coal Mining and night watchmen.

UNITED STATES REPORT.

Industrial Statistics of California.

Twelfth Biennial Report of the Bureau of Labour Statistics of the State of California, 1905 and 1906. Sacramento, State Printer, 1906. Page 244.

The report of the Bureau of Labour Statistics of California for the year 1905 and 1906 statistics relating to crime, conditions and numbers of Chinese and Japanese resident in the State and condition of farm labour. Wage statistics of those employed in railroad construction and on steam and electric railroads. in addition to 29 other classes of workpeople, are given. Other subjects dealt with are factory inspection, child labour, employment agencies, strikes and lockouts during 1905 and 1906, rehabilitation of San Francisco and laws affecting labour

NETHERLANDS REPORT.

Strikes and Lockouts in the Netherlands.

Werkstakingen en Uitsluitingen in Nederland gedurende 1905. 'S-Gravenhage, 1906. Page 66.

There were 126 strikes in 1905 against 85 in 1904 and 149 in 1903. It is estimated that there were 4,657 strikers in 1905, compared with 4,432 in 1902, and 33,487 in 1903. The greatest number of disputes took place in the months of July, when there were 18 strikes, June when there were 17 and August when there were 15. Of the 126 strikes during 1905, 33 lasted from 1 to 3 days, 30 from 3 to 7 days. 10 from 1 to 2 weeks, while 5 continued from 3 to 6 months. The demand for increases in wages was the cause of 65 strikes and the question of wages entered into 33 other disputes and that of hours into 7 strikes. The loss in working days to those directly and indirectly affected was 97,910, the greatest number being in the building trades. The intervention of the Bureau of Labour was refused 6 times and accepted in 12 other cases.

There were 6 lockouts affecting 2,707 workmen and causing a loss of about 25,510 working days.

OTHER REPORTS RECEIVED

Canada.—Summary Report of the Geological Survey Department for the calendar year 1906.

Interim Report of the Commissioner of the Yukon Territory.

Minutes of the Proceedings in Conference between members of the Government of Canada and of the various Provincial Governments assembled at Ottawa, October, 1906.

Report of the Auditor General for the year ended June 30, 1906, Vol. III., Parts V-Y.

Ontario.—Third Report of the Bureau of Archives for 1905.

Auditor's Report to the Board of Governors on Capital and Income of the University of Toronto for year ended June 30, 1906.

Annual Report of the Inspector of Registry Offices for 1905.

Annual Report of the Farmers' Institutes, 1906. Part II.

Report of the Women's Institutes, 1906.

Department of Agriculture Bulletins 134 and 152.

Report of the Director of Colonization 1905.

Great Britain.—Statistical Abstract for the several British Colonies, Possessions and Protectorates from 1891 to 1905.

Statistical Abstract for the principal and other Foreign Countries from 1894 to 1903-1904.

Abstract and Detailed Tables showing Countries of Consignment of imports and Countries of ultimate destination of exports, 1905.

United States.—Bulletin of the State Bureau of Statistics of Nebraska No. 10, November, 1906.

Austria.—Die Lage der Werkstâttenarbeiter, 1906.

France.—Monographies Industrielles, XIV., Industries du papier.

Résultats Statistiques du Recensement Général de la Population Tome IV.

Italy.—Dati Statistici sul Mercato del lavoro in Agricolturanel, 1905.

Le organizzazioni di Lavoratori in Italia Federazioni di Mestiere 1. Le Federazione dei Cappellai. 2. La Federazione Edilizia.

Inchiesta sul avoro notturno dei fornai.

THE LATE D. J. O'DONOGHUE.

By the death of D. J. O'Donoghue, Fair Wages' Officer of the Department of Labour, which occurred at Toronto on the 14th of January, the Department lost the services of a faithful and efficient member of its staff. Mr. O'Donoghue's ability, zeal and integrity, coupled with the deep concern which he manifested all his life in the welfare of the working classes, and the positions of trust which he filled both in labour and official circles, caused him to be considered by many as the best known of the labour leaders in Canada of the generation to which he belonged. Mr. O'Donoghue for a time held a seat in the Ontario Legislature, to which he had been elected as a labour candidate, to represent the City of Ottawa. His connection with the Department of Labour, as Fair Wages' Officer, commenced almost at the time of the establishment of the Department in 1900. He had for a short time previously filled a similar position in the Dominion Department of Public Works, having resigned an office under the Government of Ontario to accept that position. His life and work have ensured for his memory an enduring place in the record of those who have had at heart the betterment of industrial conditions in Canada.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING JANUARY, 1907.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals, Canada, and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

CONSTRUCTION of wharf, etc., at Islands, Que.; name of contractor, North Shore Power Railway & Navigation Co.; date of contract, January 4, 1907; amount of contract, $29,990.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 10 Hours, Not less than:
Contractor's foreman carpenter	$2.50
Carpenters	1.75
Blacksmiths	2.00
" helpers	1.25
Ordinary labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Extension to Parliament Buildings at Ottawa, Ont., name of contractors, Messrs. H. McGillivray & Patrick Labelle, of Ottawa; date of contract, January 9, 1907; amount of contract, $237,433.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Carpenters	$.25 per hour, 9 hours per day.
Joiners	.25 " 9 "
Painters and glaziers	.25 " 9 "
Bricklayers	.45 " 9 "
Masons	.45 " 9 "
Stonecutters	.43 " 8 "
Plasterers	.40 " 9 "
Lathers	1.50 per M.
Plumbers and steamfitters	.30 per hour, 9 hours per day,
Sheet metal workers	.25 " 9 "
Electricians	.25 " 9 "
Builders' labourers	.20 " 9 "
Ordinary labourers	1.65 per day 10 "
Driver, 1 horse & cart	.20 per hour, 10 "
Driver, 2 horses and wagon	.30 " 10 "

Post office building at Edmonton, Alta. name of contractor, May Sharp Construction Company, Limited, of Edmonton; date of contract, January 21, 1907; amount of contract, $214,552.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Stonecutters	$ .65 per hour, 8 hours per day.
Stone masons	.60 " 8 "
Bricklayers	.60 " 8 "
Builders' labourers (hod carriers)	.25 " 8 "
Plasterers	60 " 8 "
" labourers	.25 " 8 "
Lathers	.04 per yard,
Painters and glaziers	.40 per hour, 8 hours per day.
Plumbers	.55 " 8 "
Steamfitters	.50 " 8 "
Electrical wirers	.35 " 8 "
Stair builders	.42 " 8 "
Joiners	.40 " 8 "
Carpenters	.37½ " 8 "
Blacksmiths	.30 " 10 "
" helpers	.20 " 10 "
Sheet metal workers (tinsmiths)	.32 " 9 "
Ordinary labourers	.25 " 9 "
Driver, 1 horse & cart	.30 " 9 "
Driver, 2 horses and wagon	.40 " 9 "

Department of Railways and Canals.

Erection of combined station, dwelling and freight shed at Pugwash Junction, N.S., Intercolonial Railway; date of contract, December 29, 1906; amount of contract, $2,930.00.*

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 10 hours. Not less than:
Tinsmiths	$1.75
Masons	2.50
Labourers	1.25
Carpenters	1.50
Plumbers	2.00
Painters	1.50

Construction of erecting, machine and blacksmith shop for the Prince Edward Island Railway at Charlottetown, P.E.I.; date of contract. January 5, 1907; amount of contract, $60,000.00;

*Not included in last month's report.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Concrete mixers	$1.50 10 hrs. per day
Masons	2.25 "
Labourers	1.25 "
Painters and glaziers	1.50 "
Roofers (shingle)	1.50 "
Timekeeper	1.50 "
Stonecutters	2.50 "
Bricklayers	2.50 "
Carpenters	1.50 "
Blacksmiths	1.50 "
Plumbers and steamfitters	2.00 "
Sheet metal workers	1.75 "
Driver, 1 horse and cart	2.00 "
Driver 2 horses and wagon	3.00 "

Construction of a 50,000 gallon water tank and pipe line for the Intercolonial Railway at Glengarry, N.S., and a pipe line for the same railway at Campbellton; N.B.; date of contract, January 8, 1907; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 10 Hours, Not less than:
Glengarry, N.S.:	
Blasters	$1.50
Excavators	1.35
Pipe layers	2.00
Concrete mixers	1.35
Rock drillers	1.50
Common labourers	1.25
Carpenters	1.75
Masons	3.00
Driver, 1 horse and cart	2.00
Driver, 2 horses & wagon	3.00
Campbellton, N.B.:	
Blasters	$1.50
Excavators	1.25
Pipe layers	2.00
Concrete mixers	1.25
Rock drillers	1.50
Common labourers	1.25
Carpenters	1.50
Masons	2.25
Driver, 1 horse and cart	2.00
Driver, 2 horses & wagon	3.00

Erection of bridge at Doaktown, N.B., for the Intercolonial Railway; date of contract, January 8, 1907; amount of contract, $0.0459 per lb.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages per day of 10 Hours, Not less than:
Erecting foreman	$3.00
Riveters	2.25
Masons	2.50
Blacksmiths	2.00
Structural iron workers	2.25
Carpenters	1.75
Concrete men	1.50
Labourers	1.25

Stone protection bank or backing to the new extension to the south pier at the upper entrance of Sault Ste. Marie, Canal, Ont.; date of contract, January 14, 1907; amount of contract, $0.96 per cubic yard.

Class of Labour.	Rate of Wages, per day of 12 Hours, Not less than:
Captain on dredge	$130.00 per month and board.
Runner	100.00 " "
Craneman	90.00 " "
Fireman	60.00 " "
Deckhands	50.00 " "
Scowman	50.00 " "
Watchman	60.00 " "
Captain on tug	75.00 " "
Engineer	60.00 " "
Fireman on tug	45.00 " "
All overtime paid time and a half.	

Removal of Intercolonial Railway freight shed at Windsor Junction, N.S.; date of contract, January 15, 1907; amount of contract, $775.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 9 Hours, Not less than:
Carpenters	$0.25 per hour.
Builders' labourers	.16 "
Common labourers	1.25 per day.

Erection of freight shed, at ., fo· Intercolonial Railway at Salmon Lake, Que., date of contract, January 15, 1907; amount of contract, $695.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 10 Hours, Not less than:
Carpenters	$1.75
Painters and glaziers	1.75
Builders' labourers	1.50
Ordinary labourers	1.25

Erection of locomotive shops for the Intercolonial Railway at Moncton, N.B., date of contract, January 18, 1907; amount of contract, $430,000.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 10 Hours, Not less than:
Timekeeper	$1.75
Concrete mixers	1.50
Bricklayers	3.00
Masons	3.00
Carpenters (rough)	1.75
Joiners	2.00
Painters	2.00
Structural iron workers	2.00
Riveters	2.00
Roofers	1.75
Plumbers and steamfitters	2.00
Pile setters	2.00
Steel reinforcement setters	2.00
Blacksmiths	2.00
Common labourers	1.35
Builders' labourers	1.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Removal and remodelling of the old station, Prince Edward Island Railway, at Kensington, P.E.I,. date of contract, January 21, 1907; amount of contract, $1,190.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 10 Hours, Not less than:
Carpenters	$1.50
Bricklayers	2.50
Masons	2.25
Painters	1.50
Plumbers	2.00
Sheet metal workers	1.75
Labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Construction of a 50,000 gallon water tank for the Intercolonial Railway at Sackville, N.B., date of contract, January 22, 1907; amount of contract, schedule rates.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 10 Hours, Not less than:
Blasters	$1.50
Excavators	1.35
Pipe layers	2.00
Concrete mixers	1.50
Masons	2.50
Drillers	1.50
Carpenters	1.75
Common labourers	1.25
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

Construction and delivery of an 80 ft. screw tug, Rideau Canal; date of contract, January 22, 1907; amount of contract, $12,000.00 and canal tug "Stanley."

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Machinists	$0.25 per hour, 10 hours per day
Ship carpenters	.30 " 8 "
Steamfitters	.37½ " 8 "
General labourers	.15 " 10 "
Riveters	.30 " 9 "
Boilermakers	.25 " 10 "
Moulders	.27½ " 9 "
Plumbers	.37½ " 8 "

Department of Marine and Fisheries.

The construction of condensing outfits for dredge No. 15 at Toronto, Ont.; date of contract, November 26, 1906 (*); amount of contract, $11,400.00.

*Not included in last month's report.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Machinists	$0.25 per hour, 10 hours per day
" helpers	.15 " 10 "
Blacksmiths	.22½ " 10 "
" helpers	.15 " 10 "
Boilermakers	.25 " 10 "
" helpers	.15 " 10 "
Iron moulders	.27½ " 9 "
Pattern makers	.32½ " 9 "
Coremakers	.32½ " 9 "
Drill hands	.17½ " 10 "
Tool hands	.27½ " 10 "
General labourers	.15 " 10 "

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
	$ cts.
Making metal dating stamps and type, and making other hand stamps and brass crown seals	452.34
Making and repairing rubber dating stamps and type, also other stamps	35.90
Supplying stamping material and wooden boxes and repairing stamping pads	641.05
Supplying mail bags	1,046.90
Repairing mail bags	961.54
Making and repairing mail locks and supplying mail bag fittings	367.30
Supplying steel portable letter boxes and repairing portable letter boxes. railway mail clerks tin travelling boxes and parcel receptacles	77.55
Making and repairing miscellaneous articles of postal stores	22.90
Making up and supplying articles of official uniform	7,810.58

TRADE DISPUTES DURING THE MONTH OF JANUARY.

ALTHOUGH the number of disputes in existence during January was the same as during December, there was a decided decrease in the number of workpeople affected. The decrease shown in the number of working days lost by these disputes is, however, not as great. There were 8 new disputes concerning which reports were received at the Department during the month.

Analysis of Trade Disputes during the Month.

Number and magnitude.—The total number of disputes reported to have been in existence in Canada during January was 13, being the same number as were in existence during December and during January 1906. There were 13 firms and 1,049 employees directly, and 15 indirectly, affected by new disputes during the month. Including the disputes which commenced prior to the beginning of the month, there were in all 27 firms and 1,452 employees directly and indirectly affected.

The loss of time in working days.—The loss of time in working days to employees through trade disputes during January was approximately 12,144 compared with 16,510 in December and 2,550 in January, 1906.

Trades affected by new disputes.—The following table showing the trades affected by new disputes during the month, gives also the number of workpeople affected in each group of trades:—

Trades.	Number of Disputes.	Number of Workpeople Affected.
Mining	1	400
Metal & Shipbuilding	1	55
Clothing	2	139
Telephone Employees	3	70
Total	8	1,064

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces:—

Provinces.	Number of Disputes.
New Brunswick	1
Quebec	2
Ontario	3
Manitoba	1
Alberta	1
Total	8

Causes of disputes.—The following were the causes of the new disputes:—

Causes.	Number of Disputes.
For higher wages	2
Against reduction in wages	1
Against change in hours	1
Against employment of Non-unionists	1
Against employment of particular persons	2
Re-instatement of employees	1
Total	8

Methods of settlement.—Of the 13 disputes in existence during January 6 were terminated, leaving 7 still unsettled at the close of the month. Three disputes were settled by negotiations between the parties concerned; the other 3 disputes were settled without negotiations.

Results of disputes.—Of the 6 disputes which were terminated during the month, employers were successful in 3 cases and the employees successful in 2. A compromise was reached in the remaining dispute.

Disputes which Commenced Prior to the Beginning of the Month.

No settlement of the strikes among *boiler makers, shipwrights, and ship carpenters and joiners* at Victoria, B.C., and among *metal polishers* and *garment workers* at Toronto, Ont., was reported at the

TABLE OF TRADE DISPUTES DURING THE MONTH OF JANUARY.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.		Date of termination.		Result.
					Directly		Indirectly.						
			Directly	Indirectly	Males.	Females.	Males.	Females.					
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.													
Metal Trades—													
Boiler Makers	Victoria, B. C.	Demand for 8-hour day with current 9-hour scale	3		34		40		Nov.	19			No settlement reported at end of month.
Shipwrights	Victoria, B. C.	Against employment of certain persons	1		40				"	28			No settlement reported at end of month.
Ship Labourers	Victoria, B. C.	Against discharge of certain employees	1		34				"	27			No settlement reported at end of month.
Metal Polishers	Toronto, Ont.	Demand for increase in wages	3		40				Nov.	24			No settlement reported at end of month.
Clothing Trades—													
Garment Workers	Toronto, Ont.	Refusal of Company to maintain a closed shop	1		200				Nov.	20			No settlement reported at end of month
DISPUTES WHICH BEGAN DURING THE MONTH.													
Building Trades—													
Building Trades	Hamilton, Ont.	Against employment of Non-unionists	1		40	15			Jan.	23	Jan.	25	Compromise.
Metal & Shipbuilding Trades—													
Ship Carpenters and Joiners	Sorel, Que.	Demand for increase in wages	1		125				Jan.	30	Feb.	1	Increase in wages to be considered by Company.
Telephone Linemen	St. John, N. B.	Demand for increase in wages of 50 cents	1		14				Jan.	17	Jan.	21	Men left city for other towns. Roadmen brought to fill strikers' places.

Mining—									
Coal Haulers	Edmonton, Alta.	Against reduction of wages	6	400		Jan. 14	Jan.	16	Former wage agreed to by all mine owner except one.
Clothing Trades—									
Garment Workers	Winnipeg, Man.	Against dismissal of certain employees	1	50		Jan. 5	Jan.	15	Demands not conceded.
Garment Workers	Ottawa, Ont.	Against employment of foreman	1	17		3	Jan. 24		No settlement reported at end of month.
Boot & Shoe Workers	Montreal, Que.	Against employment of members of rival Union	1				Jan. 24	28	Members of rival Union secured to fill vacancies.
Miscellaneous—									
Telephone Operators	Toronto, Ont.	Against change in hours	1		400		Jan. 31		No settlement reported at end of month.
Transport—									
Coal Handlers	Edmonton, Alta.	Against reduction in wages	12	400			Jan. 14	26	Seventy-five per cent. had secured wages demanded.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention, moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

Department during the month. In connection with the strikes at the ship yards at Victoria, B.C., some of the strikers have gone to the United States. There were 3 firms and about 200 men affected.

New Disputes.

The new disputes of the month were strikes of coal haulers at Edmonton, Alta., in the building trades at Hamilton, Ont., of carpenters and joiners at Sorel, Que., of telephone linemen at St. John, N.B., of garment workers at Winnipeg, Man., and Ottawa, Ont., of boot and shoe workers at Montreal, Que., and of telephone operators at Toronto, Ont.

Strike of Coal Haulers at Edmonton, Alta.

On January 14 a strike of coal haulers occurred at Edmonton, Alta., owing to a reduction in wages from $1.50 to $1.25 per ton. About 12 mine owners and dealers and 400 handlers were affected. An agreement between the parties was reached on the 16th, 75 per cent of the dealers consenting to the former rate of $1.50 per ton.

Strike in the Building Trades at Hamilton Ont.

On January 23, about 25 carpenters employed on a new building for the Bank of Hamilton by the William Grace Company went on strike at Hamitlon, Ont. It was alleged by the men that the carpenters objected to cabinet makers who were non-unionists doing work as carpenters. A number of plasterers and painters joined the carpenters on strike, bringing the number affected to about 40. The employer claimed that the cause of the strike was that when some work was let to another firm, the subcontractor employed non-union labour for cabinet work, and that, further, no cabinet makers' union, existed in the city. The dispute was terminated on January 25, an agreement having been reached whereby the cabinet makers were to do part and the carpenters to finish the work.

*Information with regard to the causes of these disputes, numbers affected, date of communement, etc., was published in the December issue of the *Labour Gazette*, pp. 686–690, and in the January issue, p. 791.

Strike of Carpenters and Joiners at Sorel, Que.

On January 30, a strike of ship carpenters and joiners employed by the Richelieu and Ontario Navigation Company took place at Sorel, Que. The cause of the dispute was the refusal of the Company to grant a demand for an increase in wages of about 15 per cent. The Company claimed also that the men objected to a time checking system which had been introduced. The strike was terminated on February 1 at 7 a.m., when the men returned to work with the understanding that increases would be considered. According to the Company, these increases would be granted on the basis of individual merit as recommended by the general foreman.

Strike of Telephone Linemen at St. John, N. B.

A strike of 14 telephone linemen of the New Brunswick Telephone Company took place at St. John, N.B., on January 17. The cause of the dispute was the refusal of the Company to grant a demand for an increase in wages of 50 cents per day. The men, whose wages were $2.50 for foremen and $1.50 and $2.00 for others, claimed that certain roadmen from the United States were receiving higher wages than they. A number of the strikers left for smaller towns throughout the province and roadmen were brought to the city to fill their places. According to one report received the strike was thus brought to a close on the 21st of the month.

Strike of Garment Workers at Winnipeg, Man.

On January 5, about 50 garment workers employed by Messrs. Gardner & Company, went on strike at Winnipeg, Man., owing to the refusal of the Company to grant certain demands, which included the re-instatement of certain discharged employees, the recognition of the union, and an increase in the wages of one employee recently reduced. The strike was terminated on January 15, the demands of the men not being conceded.

Strike of Garment Workers at Ottawa, Ont.

On January 24, a strike of 20 employees of the Universal Skirt Company took place at Ottawa, Ont. The cause of the dispute was the objection of the men to a foreman recently brought to the city. The dispute was still unsettled at the close of the month.

Strike of Boot and Shoe Workers at Montreal, Que.

On January 24, the employees of the Geo. Slater Company, shoe manufacturers, of Montreal, belonging to the Canadian Federation of Shoe Workers, refused to work with members of the International Union. The dispute was terminated on the 28th, when the factory was organized under the International Union. It was stated that the strikers returned to work under the new conditions.

Strike of Telephone Operators at Toronto, Ont.

On January 31, at 1 p.m., about 400 telephone operators of the Bell Telephone Company went on strike at Toronto Ont., on account of a proposal of the Company to change the schedule of working hours.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

NOVA SCOTIA CASE.

Stoppage of Wages to Pay Store Bill.

PLAINTIFF was in the employ of defendants as a coal miner, and had run up a store bill to the amount of $59.00 at the defendants' stores. When pay-day came the company claimed to be entitled to stop the amount coming to plaintiff, $21.21, and to apply it on the store account. The action was taken to recover this amount on the ground that the company had no right to withhold his pay without plaintiff's consent. The Stipendiary Magistrate

finally gave judgment in plaintiff's favour for the amount claimed.

(Jenkins v. Dominion Coal Co., 3rd January, 1907, Harte, S. M.)

QUEBEC CASES.

Damages for Loss of Four Fingers.

The plaintiff was employed by defendant company to bring into the mill room raw rubber from the stores department, to be placed in cylinder machines to be worked up He claimed that while so engaged he was asked to assist in removing a portion of the rubber from one of the machines, which had become clogged. Complying with the request he went to the assistance of a fellow workman, and while in the act of pulling at the rubber, his right hand was caught between the cylinders in such a way that his four fingers were crushed and had to be amputated. Defendant pleaded that plaintiff was not asked to assist, but that he persisted in working at the machine whenever he had occasion to come into the mill room, and that several of the workingmen had warned him of the risk he was taking. It was also alleged by the defence that plaintiff was constantly interfering with the other workmen in the use of the machines, and that it was impossible to protect him from injury on this account. The presiding judge, in charging the jury, commented on the fact that the defence set up by defendant was supported by plaintiff's fellow employees, while plaintiff's case rested entirely on his own statements. The judge further ruled as a matter of law that, granting plaintiff had been requested to assist in removing the rubber from the clogged machine, it nevertheless rested upon him to establish that the workmen who had so solicited his services was acting within the scope of his authority in asking for such assistance; in other words if plaintiff was ordered to do work by some one who had no control or authority over him, the defendant could not be held responsible.

In the result the jury, finding contributory negligence on the part of plaintiff, reduced the damages claimed to the sum of $1,250, for which sum judgment was entered by the trial judge.

(Baker v. Canadian Rubber Co., 10th January, 1907, Robidoux, J.)

Damages Caused by Fault of Fellow Workman.

Alleging that he ruptured himsel while handling a cask filled with zinc plaintiff brought action against defendant claiming $5,000 damages Plaintiff alleged that on the 3rd of July 1906, while in the employ of defendant he was ordered by a foreman to place three casks of zinc on a vehicle. With difficulty he managed to place the first one, assisted by another labourer, but when it came to the second, the man who was helping him released his hold, because he found the cask too heavy. This caused the whole weight to bear upon plaintiff, and before his assistant came to his help again, he sustained a double rupture. The jury found that the accident was occasioned by the combined fault and negligence of the plaintiff and the defendant's other employees. They estimated the damages at $4,000.00, but reduced them to $2,000.00 because of plaintiff's contributory negligence.

(Heucheirt v. Dominion Wire Mfg. Co., 18th January, 1907, Demers, J.)

Accident Due to Meddling.

In a case noted at page 97 of the July number of the *Labour Gazette*, the Court of Review has affirmed the judgment at the trial dismissing the action.

(Corbeil v. Masson, 3rd December, 1906, Court of Review.)

Damages Due to Defective Appliances.

In the autumn of 1904 plaintiff was engaged in the employment of defendants in blasting out rocks which obstructed the bed of a river. While the plaintiff was in the act of lighting a fuse with a match the charge suddenly exploded and plaintiff was badly injured by fragments of the flying rock. Owing to the accident plaintiff became completely blind and partially deaf. He claimen in his action that defendant was in fault for not having furnished him

with an electric battery with which to explode the charges and he asked damages to the extent of $10,000.

The Court was of opinion that defendant was responsible for the damages sustained by plaintiff and entered judgment in the latter's favour for $5,500 damages and costs.

(Turcotte v. Laurentide Paper Co., 3rd January, 1907, de Lorimier, J.)

Damages for Loss of a Leg.

In the month of January, 1906, plaintiff was in the employ of the Quebec Southern Railway as a brakesman. In the course of his employment it became necessary for an engine to go and pick up a freight car standing upon a siding. Plaintiff seeing the engine approaching climbed up on the car to apply the brakes. The shock caused by the impact of the engine upon the car was so violent that plaintiff was pitched head foremost between the car and the tender, one of the wheels of which ran over one of his legs, so injuring it that it had to be amputated. The Court awarded plaintiff $2,500 damages.

(Robert v. Beique et al., 2nd December, 1906, Demers, J.)

Fined for Deserting his Employment.

Employee in the shoe manufactory of Xavier Boyer was fined $10.00 for having abandoned his employment without giving notice.

(Recorder's Court, 5th December, 1906.)

Action for Damages Dismissed.

Plaintiff's husband, Clovis Labbe, while in the employment of defendants, a firm of contractors, was killed by being struck by a piece of rock following an explosion of dynamite in a trench on Cedar Avenue in the City of Montreal, which the defendants were excavating. At the time of the accident, Labbe was engaged in connection with the blasting operations. The explosive was used to remove stone at the bottom of the trench, and although it was covered with timber before it was set off, a fragment of rock weighing about four pounds was projected into the air and struck Labbe as he was receding at a distance of about three hundred feet from the trench. His skull was fractured and he died a few minutes afterwards at the hospital His widow brought suit against the contractors, alleging that the dynamite ought to have been covered with square timber instead of round and that consequently there had been negligence on the part of the contractors. The jury arrived at the conclusion that defendants were in no wise responsible and the action was dismissed.

(Lapierre v. Charpentier, 3rd December, 1906, Archibald, J.)

Damages for Loss of Right Hand.

Plaintiff's minor son while working at his employment in the service of defendants met with an accident, by which his right hand was cut off at the wrist. In an action brought to recover damages, alleging negligence on the part of defendants, brought by the father of the boy, damages to the extent of $2,000 were awarded to plaintiff.

(Gammon v. Allis-Chalmers-Bullock Co., 3rd December, 1906, Archibald, J.)

Death Caused by Fall of Rock in Quarry.

Plaintiff's husband, while at work in defendant's quarry, was killed by a piece of rock falling upon him. In an action brought by the widow to recover damages therefore it was alleged by plaintiff that defendant did not take proper precautions to protect its employees from injury.

In giving judgment the trial judge held that there was a certain element of danger at all times of the year to the men employed at the bottom of the quarry, but more so in the spring of the year, when it thaws in the daytime and the moisture that gathers in the seams of the rock freezes at night causing disintegration of the rock. Although defendant had cleaned down the face of the pit it had not seen that it was properly done. Damages to the extent of $1,500 were awarded.

(Beattie v. New Rockland Slate Quarry, 5th December, 1906, Hutchinson, J.)

Decision as to Operation of Lacombe Law.

Plaintiff having recovered judgment against defendant in Superior Court of the District of Montreal, placed a seizure on his salary in the hands of the garni-

shees. The latter declared that defendant was in their employ at a salary of $50.00 a month, and that on a certain date they would be indebted to him in the sum of $50.00 for one month's salary. Defendant contested the seizure, alleging that long prior thereto, to wit on the 15th January, 1905, he had in a certain suit in the Circuit Court filed with the Clerk of that Court a declaration in conformity with what is commonly known as the Lacombe Law, and that he had deposited and continued to deposit with the Clerk of the Circuit Court the seizable part of his salary and that consequently plaintiff's seizure was illegal. Plaintiff in answer to this contestation, contended that the law in question only applied to Circuit Court cases and did not affect seizures practised in the Superior Court. The law in question, which was enacted by the Statute of Quebec, 1903, Edward VII., Chapter 57, Section 1, reads as follows:—

*"If within seven days of the judgment, or at any time before the execution, the defendant deposits with the clerk of the court the portion of his salary or wages liable to seizure under paragraph 11 of Article 599, and, at the same time produces a declaration under oath, setting forth the amount of such salary or wages, as well as the name, occupation and place of business of the person who pays the same, and the time when the same are payable, and continues to deposit such portion so seizable at each term of payment until full payment of the judgment, no seizure by garnishment can be issued against such defendant to seize such salary or wages."

The Court in maintaining the contestation held that although the provisions in question appeared in that part of the Code which regulates and governs procedure in the Circuit Court, yet the said provisions must be held to apply as well to garnishment proceedings in the Superior Court as in the Circuit Court and the seizure was quashed.

(Mace v. Gardner, McMillan et al., T.S., 11th December, 1906, Mathieu, J.)

Claim for Damages Dismissed.

In an action in the Superior Court at Montreal, in which plaintiff sought to render defendants liable for injuries sustained by him in the course of his employment, judgment was given in favour of defendant by the trial judge. Plaintiff was working at a circular saw in the shops of the company defendant and had his hand split so that he lost the use of it. The Court found that plaintiff sustained the injury through his own fault and negligence.

(Bachman v. Canada Car Co., 23rd January, 1907, Pagnuelo, J.)

Damages for Loss of a Leg.

Plaintiff was in the employ of the Grand Trunk Railway Company, and on the night of January 9, 1906, he, in company with other employees of the company, was sent with an engine to remove from a siding upon the premises of the company defendant, some freight cars which had contained ballast for such siding. The company defendant had requested the railway company to send for and remove these cars. The defendant Deakin, a contractor, had left close to the siding at a less distance than five feet from it, a large quantity of planks and beams which had been used as scaffolding for the erection of certain buildings for the company defendant. The timber was piled carelessly and in such a manner as to cause it to project over the railway track on the siding. Some of the planks fell as the engine was backing down and the further progress of the engine was blocked. Plaintiff with others was assisting in clearing the track, when further planks fell upon him and knocked him down in such a manner that his leg was projected under one of the cars, which ran over it and crushed it so that amputation was necessary. The defendants pleaded that they had nothing to do with the siding, which was being constructed by the railway company and was not yet completed. The Court held that the company defendant, as proprietor of the property where the siding was, and where the accident occurred, and the other defendant, contractor for the building of certain works on said property, were guilty of negligence, imprudence and want of care in placing and allowing said planks close to the siding, more especially as in the agreement for the construction of the siding between the railway company and the company defendant, the latter bound and obliged itself to keep a distance of 6 feet from each side of said siding free and clear

*See also *Labour Gazette* for October, 1906. Page 386.

from all obstructions and further bound itself to remove any obstructions, which might be made within such limits, and which condition was not observed or carried out in the present instance; and the said condition is the ordinary and usual condition inserted in siding agreements, and is well known to all contractors, manufacturers and others operating and using such sidings, and is a condition in the interest of the safety of all such parties. The Court assessed the damages at the sum of $3,240 to payment of which the defendants were condemned jointly and severally.

(Hence v. Standard Chemical Co., et al., 29th January, Dunlop, J.)

Damages for Loss of a Life.

Plaintiff brought action in the Superior Court at Montreal to recover damages for loss sustained, owing to death of her son, who was killed by an accident while in the course of his employment in the service of defendants.

The deceased was a brakesman on a ballast train that was working in connection with the construction of a line of track near Montreal. On one of the flat cars composing this train was a large tank, which was used to convey water to the boiler of a steam excavator. The tank was emptied by compressed air and after this had been done it was part of deceased's duty to loosen the nuts of the lid to take the cover off to enable the tank to be refilled. While performing this task in April last he found that the lid was unusually tight, so he unscrewed the nuts completely, removed the bolts and started to hammer the rim of the lid with a wrench. At the first blow the lid under the pressure of the compressed air in the tank, flew up and struck deceased on the jaw, inflicting a deep wound, from which he died in the hospital ten days afterwards. The jury found that both defendant and deceased had been responsible for the mishap which resulted in the death of the latter. They found that defendants were to blame in not providing valve whereby the tank could be emptied of the compressed air and deceased in not having exercised due precaution while working with the appliances at his disposal. They estimated the damages sustained by plaintiff at $4,000 but reduced the indemnity by half on account of the contributory negligence of deceased.

(Wilson v. G.T.R. Co., 24th January, 1907, Archibald, J.)

Damages for a Broken Leg Allowed

Plaintiff, while employed in transhipping lumber in the service of the Ulster line of steamships, in the port of Montreal, was struck by a plank and had his leg broken. He sued the company and its foreman, one Borthwick, claiming $1,500 damages for negligence. The Court held the company responsible, but dismissed the action as against Borthwick. The claim, however, was reduced to $500, on account of contributory negligence on the part of plaintiff, and judgment was entered for that sum.

(McCready v. Ulster Steamship Co., et al., 29th January, 1907, Dunlop, J.)

ONTARIO CASES.

Default in Providing Conveniences in Factory.

A case stated by the Police Magistrate at St. Thomas, was recently before the Court, the question raised being whether the premises of defendant constituted a factory within the Ontario Factories Act, (R.S.O., 1897, Chapter 256). Proceedings had been taken against defendant under the Act, the charge being that necessary sanitary conveniences had not been provided in certain premises owned by defendant and occupied by tenants as a tailor shop in which were employed six men and eight women. The Police Magistrate refused to convict on two grounds:—First, that a merchant tailor is not a "manufacturer" within the meaning of the Act, and second, that the owner of the premises was not the proper party against whom to direct the proceedings but that the employer of labour carried on in the premises was the party in question.

The Court held that the premises of defendant were a "factory" within the meaning of the Act, that it was beside the question that the employer was not the person charged, and that it was the

duty of the owner under the Act to provide closets. The case was remitted to the Police Magistrate to record a conviction.

(Rex v. Ferguson, Falconbridge, C. J., 28th December, 1907.)

Conspiracy Charge Dismissed by Police Magistrate.

What was said to be the first charge of "blacklisting" ever preferred in this country was recently heard before the Police Magistrate at Toronto. It arose out of a strike among garment workers employed by the Lowndes Clothing Company. One, I. M., a garment worker, who was one of the strikers, laid an information against the Employers' Association of Toronto, the Lowndes Clothing Company, John Flett, Henry Lowndes, Charles B. Lowndes, J. M. Lowndes, T. Eaton, John C. Eaton and the T. Eaton Company, charging them with conspiring to prevent him from obtaining employment in the way of his trade. It was further alleged that the Secretary of the Employers' Association, sent out a letter giving the names of the strikers and making the statement that the issue was purely a shop question. The letter alleged to be sent read as follows:—

"Dear Sir:—

I beg to enclose the following list of operators, pressers, cutters and trimers of the Lowndes Clothing Company, who have gone out on strike from that company.

The matter of issue between the striking employees and the firm is the closed shop question. There is no other grievance. The Union demanded the company should discharge a non-union employee, which they quite properly refused to do. We regard it as in your own interest to protect the Lowndes Company in their present difficulty. The absolute necessity of safe-guarding the firm's rights to employ workmen under the open shop principle is probably apparent to you. We trust that in the present difficulty you will lend the Lowndes Company every assistance in your power.

Kindly instruct your superintendents and foremen with regard to this matter and greatly oblige."

It was sought to prove that owing to the above letter having been sent to the T. Eaton Company, Limited, M., on applying to the latter company for employment in the way of his trade was refused employment, and this in pursuance of the conspiracy charged. It appeared in evidence, however, that the T. Eaton Company was not a member of the Employers' Association, and kept an open shop and made no distinction between union and non-union workmen in employing their hands, the only qualification demanded being that the applicant for employment should be a competent workman. The reason M. was not given employment by the Eaton Company was that he had made misstatements when applying for work. After a lengthy hearing extending over several days, the Police Magistrate dismissed the charge, holding that no case had been made out upon the evidence.

(Rex v. Employers' Association et al., 31st December, 1907, Denison, P.M.)

It should be stated that M has brought a civil action for damages on the same ground, which is still pending.

The Law of Picketing.

R. F., S. G. and A. B. were recently tried at the Sessions at Toronto on charges of picketing and intimidation. The accused were formerly in the employment of the Lowndes Clothing Company but went out on strike. It was alleged that they had stopped two of the present employees of the firm while on their way to work and endeavoured to compel or persuade them not to go to work for the firm. The jury acquitted the accused after a short deliberation. In his charge to the jury, the judge said: "Pickets have the right to ask men to abstain from work, and find out what is going on in the building, or to give information. There is nothing in the law to prevent that. If they go beyond that, and threaten men with a view of compelling them from working, it is against the law."

(Rex v. Fraser et al., 14th December, 1906, Winchester County Judge.)

Settlement out of Court.

A settlement has been arrived at in connection with an action brought to recover damages for the death of a young man who sustained such injuries while in the employment of a cement company that he died in a few hours. Deceased was an oiler in the works of the company, and while in the performance of his duty he went into one of the rooms where a large amount of coal dust had accumulated. While oiling the machinery

with one hand he carried in the other a suspended electric light. The wire of the lamp in some way got caught in the machinery and broke. The spark following the breaking of the wire caused an instantaneous explosion of coal dust, which burnt deceased so badly that he died shortly after. By the settlement arrived at $500.00 is paid to the estate of deceased.

(Peterborough Examiner, 21st December, 1907.)

Motorman Fined for Deserting His Post.

A case was heard at the Brantford Police Court recently, in which a motorman on the Brantford Street Railway, was charged with wilful omission and neglect of duty by which the lives of some four passengers were endangered, and also the property of the railway company. It appeared that the defendant was in charge of a car coming down Colborne Street to the Grand Trunk crossing, and while acting as motorman jumped off on the grade in order, as he explained, to warm his feet. The car was thus left with no one in control. Approaching the track with the motorman running alongside, the car was heading for a train, which was at that time pulling over the crossing. The passengers became frightened and the defendant jumped on again, just stopping the car within a couple of lengths of the track. The management at once filed a complaint and the defendant was fined $15.00 by the Magistrate.

(Rex v. Beal, 6th December, 1906.)

Appeal in Damage Suit Dismissed.

A Divisional Court recently dismissed an appeal from the judgment at the trial, whereby plaintiff was awarded $450.00 damages for injuries sustained by him in the course of his employment.

Plaintiff was a workman in the employ of the Dominion Natural Gas Co., and was engaged in putting in certain gas fixtures in the defendant's premises, which were being run along columns upon which ran the rails of a track supporting a crane. The crane was moved along the track, and the plaintiff crushed and severely injured.

(Kent v. Bertram, 19th December, 1906, Divisional Court.)

Grand Jury on Prison Labour.

At the December Sessions for the County of York, at Toronto, the Grand Jury, after a visit to the Central Prison and making a special study of the question of labour there, found that the product of the cordage and woodworking departments enter into competition with private enterprise. The jury suggested that where this cannot be avoided the Government should use every reasonable precaution in ascertaining what under the circumstances would be a fair price at which the labour should be sold, so that a prison contractor would not secure too great an advantage over outside competition, thereby affecting not only the manufacturer himself, but also the labour he employs. In the cordage department the contractor pays at the rate of fifty cents per day for each prisoner's labour, but in private enterprises, the presentment points out, female labour is utilized to a very large extent in this class of work, so that the advantage to a contractor is not so large as it may seem. The jury also suggested to the Government that in future they take into their councils some expert manufacturers and representatives of labour, who might assist them in reaching a conclusion as to the best lines to manufacturers in the prison, having regard to the effect on existing industries and conditions of labour. They also recommended that the existing prison contracts be cancelled.

Restraint of Trade.

A motion was recently made in the High Court of Justice at Toronto to quash Sections 2 and 3 of By-law No. 1,294 passed by the Council of the City of Stratford on October 1, 1906, providing that eating houses shall not be open between 1 a.m. and 6 a.m. and shall not be open on Sunday after 7 p.m. The ground urged was that the By-law was in restraint of trade and *ultra vires*, and that the Council cannot prohibit a lawful trade being carried on in a lawful manner. In dismissing the motion the Court pointed to the fact that the Consolidated Municipal Act gave to Municipalities the power to pass by-laws for

the regulation of eating-houses, and held that the rule is that where power is given to license and regulate, proper provisions may be made as to the mode of carrying on the particular business, and if the Court interfered in the present case it would bring under review almost every act of Municipal Councils where attempts are made to regulate the many matters over which they are invested with supervisory power by the Statute.

(Re Campbell and City of Stratford, 18th January, 1907, Mabee, J.)

Appeal in Damage Action Dismissed.

Defendants moved to set aside the verdict and judgment for plaintiff for $500.00 damages in an action tried before Clute, J., and a jury at Brantford, brought for personal injuries received by plaintiff in defendants' furnace factory at Hamilton, and to dismiss the action or for a new trial, upon the ground that the findings of the jury were contrary to the weight of evidence and were inconsistent. Plaintiff was a helper employed in a machine room where there were a number of rumblers, and alleged that he sustained his injuries in taking a belt off a machine, as he was told to do by defendants' foreman. The Court dismissed the motion with costs.

(Emerson v. Gurney-Tilden Co., 11th January, 1907, Divisional Court.)

Action Barred Under Workmen's Compensation Act, Recovery Made at Common Law.

Plaintiff sued defendants for damages for serious injuries sustained by him in the course of his employment with defendants. He was an engineer, and on the morning of the 9th of November, 1904, when he had his hand on the steam valve ready to let steam into the cylinder to start the engine the valve burst, and the steam poured over him scalding him from the shoulders to the feet, a portion of his clothing being blown off. The action, which was only commenced on the 20th of January, 1906, asserted liability of the defendants at Common Law as well as under the Workmen's Compensation Act. Subsequent to the accident defendants paid plaintiff $10.00 a week for fifty weeks and an attempt was made to induce plaintiff to settle for the sum of $700.00 additional. The jury found that the defendants were guilty of negligence in that the engine was on an improper bed and the engine and fittings in bad condition, and awarded plaintiff damages to the extent of $4,500, including in this sum the $500 already paid plaintiff. On the questions of law urged by defendants the trial Judge held that there was not on the part of defendants any admission of liability or waiver of right to set up the limitation of time of 6 months allowed under the Compensation Act for the commencement of the action as a bar to plaintiff's claim under that act; but that on the findings of the jury plaintiff was entitled to recover at Common Law, the appliances supplied being in bad condition, and judgment was entered in plaintiff's favour for $4.000 and costs.

(Thompson v. Ontario Sewer Pipe Co., 21st January, 1907, Britton, J.)

Damage Suit Dismissed on Jury's Findings.

In an action tried at the Winter assizes at London, to recover damages sustained by plaintiff in the course of his employment with defendants, the jury brought in a verdict for the defence. Plaintiff, a minor, sued to recover $3.000 damages for the loss of a hand while working at an alleged defective machine in defendants' factory.

(Hagar v. Ontario Spring Bed Co., 15th January, 1907.)

Damages Granted for Loss of Toe.

At the Hamilton Winter Assizes a verdict was given in favour of plaintiff, who sued to recover damages for injuries sustained by him in the course of his employment in the service of defendants. The injury complained of was caused by the breaking of the jaws of a pair of tongs, letting a weight fall on plaintiff's foot. His toe was so badly crushed that it had to be amputated. Plaintiff claimed that negligence on the part of defendants was shown by their having a defective appliance for their employees to handle. The defence was that the defect in the forging of the tongs was not discoverable

by defendants until the accident happened, and that therefore there was no negligence on their part. The jury found a verdict for plaintiff with $1,350 damages.

(Condon v. Hamilton Steel and Iron Co., 9th January, 1907.)

Damage Suit Settled Out of Court.

An action brought to recover damages for injuries sustained by him in the course of his employment by defendants, resulting in the loss of a hand, which was down for trial at the Hamilton Winter Assizes, was settled out of Court, defendants paying $800.00 and undertaking to give plaintiff life employment at $8.00 a week.

(Vano v. Canadian Colored Cotton Co., 14 January, 1907.)

Damages Caused by Collapse of Scaffold.

At Hamilton, Ont., in an action brought by the mother of a man employed by defendant on the construction of the Savoy Theatre, who was so badly injured by a fall occasioned by the collapse of a scaffold on which he was working that he died shortly afterwards, the jury found in favour of plaintiff with $1,200 damages.

(Elliott v. Mills, 9th January, 1907.)

ENGLISH CASES.

Cases Under Workmen's Compensation Act, 1897.

A workman was killed by an accident arising out of and in the course of his employment. He left a widow, who had been wholly dependent upon his earnings. The widow made a claim for compensation under the Workman's Compensation Act, 1897, but before a request for arbitration was filed she died. Her administratrix thereupon commenced proceedings for arbitration under the Act, claiming to be entitled as administratrix to any sum which was due to the widow from the deceased man's employers. A County Judge held that the Act gave to the widow of the deceased workman, she having made a claim for compensation under the Act, a statutory right to receive from the deceased man's employers a sum of money ascertained by the Act, and that the statutory right to that ascertained sum passed to her personal representative.

(Darlington v. Roscoe and Sons, 12th December, 1906. Court of Appeal.)

A person having the degree of Master of Science, entered into the employment of a firm of manufacturers of dyes and chemicals for the term of five years at a stated salary, either of the parties being at liberty to cancel the agreement on giving six months' notice. The employee was to put at the disposal of the firm the entire results of his work, whether they led to improvements in the existing methods of manufacture, or whether they concerned the production of new bodies, and the firm was to pay him a commission of 4 per cent of the net profits of all such inventions, improvements or discoveries as should in its opinion be of sufficient merit to justify a patent being taken out. There were clauses in the agreement requiring the employee to keep secret all affairs relating to the business. The employee was employed by the firm in sulphur colours, and he had to do certain manual labour in connection therewith. He was dressed as an ordinary workman, and had to work among the chemicals like other workmen. He was paid monthly, but his name was not in the wages book. For five-sixths of his working time he was in the works, and for one-sixth in the laboratory. While so employed he met with an accident from which he died. His widow claimed compensation under the Workmen's Compensation Act, 1897. The County Court Judge found that the deceased man was a "workman" within the Act, and awarded the widow compensation. On appeal the majority of the Court held that the County Court Judge in so deciding had misdirected himself upon the law applicable to the facts, the terms of the agreement of employment and the evidence all pointing to the conclusion that the deceased was not a workman, and they remitted the case to him for a new trial.

(Bagnall v. Levinstein, 13th December, 1906, Court of Appeal.)

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THE

LABOUR GAZETTE

MARCH, 1907.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF FEBRUARY, 1907.

I.—GENERAL SUMMARY.

INDUSTRIAL and labour conditions during February, 1907, showed little change compared with the preceding month. Weather conditions were more favourable, and the car shortage, which caused widespread inconvenience in western Canada during January, was considerably alleviated. Compared with the corresponding period of 1906 and previous years, there was an increase in the amount of general employment, and the outlook for the coming season was very favourable. Railway construction operations in western Canada alone will, it is estimated, afford employment to upwards of 50,000 men throughout the season, and in Ontario and Quebec the year for this class of labour will be very active. The outlook in the lumbering and mining industries is also exceptionally favourable, and the marked activity and expansion which characterized the manufacturing industry during the past year has been continued with no sign of abatement. A feature of the month was the favourable conditions under which the ice crop was harvested, the quantity being larger and the quality better than in many years past. The railways were very busy, though earnings were less than in February, 1906, owing to the snowfall. Operations in the building trades were confined to indoor work. Among unskilled labourers, the number of unemployed showed an increase compared with January in some local ties, but in others the market was bare of men and conditions were more favourable than in many years past at this season.

Changes in Wages and Hours.

The following is a statement, by industries and groupes of trades, of the more important changes in wages and hours of labour reported to the Department of Labour during February, 1907.

Mining.—The bonus of five per cent on gross earnings granted to the employees of the Western Fuel Company during January was increased to ten per cent on February 1.

Building.—Carpenters at Port Arthur obtained a schedule of 37½c. per hour, to date from June 1.

Metal, engineering and shipbuilding.—One hundred brass workers, metal polishers, platers and buffers at Toronto, Ont., had their wages increased 25 cents per day, the present rate ranging from $2.25 to $2.50 per day of 10 hours. The change was dated from January 24.

Printing.—Eighteen printers at Moosejaw, Sask., received an increase in wages from $14.50 to $15.00 per week dating from March 1.

Clothing.—At Berlin, Ont., 17 shoe lasters obtained an increase from 5 to 5½ cents. per pair, and 5 shoe cutters an increase from 1½ to 2 cents per pair. The change involves an increase in wages from $12.00 to $13.50 per week.

Civic employees.—Civic employees at Niagara Falls, Ont., Welland, Ont., and

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

Victoria, B.C., had their salaries increased.†

Miscellaneous.—Telephone operators (female) at Toronto, Ont., had their schedule of hours of labour re-arranged*

Early closing.—At Chatham, N.B., retail stores will close at 6 p.m., during the months of January, February and March. At Brantford, Ont., an early closing by-law was declared inoperative owing to the omission of certain necessary formalities in connection with the passing thereof.

Cost of Living.

It was stated that building during the coming season would be more expensive than last year owing to the high price of woodworking materials, including lumber, laths, shingles, and floorings, which have advanced during the past few weeks by from 5 to 15 per cent. At Toronto, Ont., helmlock joisting delivered on the job quoted last year at $19.00 per m feet, is now held at $21.00-$22.00. British Columbia shingles have advanced 25 cents per m; spruce lumber quoted last year at $28.00 is held at $30.00 per m feet, and pine quoted $30.00-$35.00 last year is held at $35.00-$40.00 per m. In British Columbia the scarcity and high price of logs, and in the other provinces the general lowness of stocks at the mills coupled with the great demand, were held responsible for the recent advances. Plumbing supplies were also upwards.

Eggs and other farm produce continued very high, especially in the opening and closing weeks of the month. Receipts of wheat were heavier in western Canada, and prices, as a result, were easier, though flour continued firm. Beef was upward in tendency. Prices in the metal market also continued very firm, with copper upward. The woollen market was firm. Rents at a number of points, including Quebec, Que., Hull, Que., Ottawa, Ont., and London, Ont., were higher than last year.

(†) See reports of local correspondents.

(*) A special article dealing with the strike of these employees and the appointment of a Royal Commission in connection therewith is published elsewhere in the present issue.

Interruptions to Industry.

The number of trade disputes during February, 1907, was ten in all as compared with 13 for January last and 12 for the month of February of last year. The loss of working days was 18,876, an increase of 6,732 days as compared with the month of January, and of 11,046 days as compared with February, 1906.

Among industrial establishments, etc., destroyed or damaged by fire or through other causes during February, 1907, the following, as reported in the press of the Dominion, may be mentioned:—

Nova Scotia.—Store and dwelling at Londonderry, loss, $6,000; foundry at New Glasgow; business block at Pictou.

Prince Edward Island.—Machine shop at Kinkora, loss $4,000.

New Brunswick.—Maritime Engineering Company's foundry at Moncton, loss, $10,000.

Quebec.—Grocery store at Aylmer, loss, $3,000; school house at Hochelaga; stores at Maisonneuve, loss $4,000; college at Marieville, loss $150,000; cigar factory at Montreal, loss $6,000; wholesale furriers establishment, loss, $150,000; the Stadium at Montreal, loss, $5,000; carriage factory at Montreal, $30,000; Robertson foundry at Montreal, loss, $50,000; boot and shoe factory at Montreal, loss, $110,000; dry-house and lumber at Montreal, loss, $2,000; stovepipe factory at Montreal, loss, $3,000; sash factory at Plessisville, loss, $5,000; Daily Telegraph's printing establishment at Quebec, loss, $100,000; blacksmith shop at Reed's Crossing; church at St. Aime de Richelieu, loss, $100,000; bakery at St. Flavien, loss, $1,500; woöllen mills at St. Hyacinthe; business block at Sherbrooke, loss, $18,000; railway station at Stanbridge; general store at Valcartier, loss, $5,000.

Ontario.—Twenty-five Grand Trunk Railway freight cars at Belleville, loss, $25,000; factory at Brantford, loss, $35,000; railway station at Canfield; two freight cars at Hamilton, loss, $1,000; seven boat houses at Peterborough; business block at Picton, loss, $40,000; Grand Trunk planning mill at London, loss, $30,000; business block at Ridgetown, loss, $40,000; Chapman House at Sarnia, loss, $15,000; railway warehouse and bunk house at St. Thomas, loss $1,000; butter box factory at Tavistock; Canadian Camera Company's premises at Toronto, loss, $3,200; chemical warehouse at Toronto; post-office and stores at Troy, loss $4,000; church at Waterdown; store at Wingham, loss, $25,000; store at Springford; barns at Murvale and Thurlow.

Manitoba.—Fur company's store at Brandon, loss, $29,000; school house at Selkirk, loss, $20,000; Deer Lodge at Winnipeg, loss, $10,000.

Saskatchewan.—Trading company's store at Tisdale.

British Columbia.—Foundry works at Esquimault' loss, $8,000; car repair shop at Coal Creek.

During the latter half of February weather conditions were much more favourable than in January, with the result that the embarrassment caused to transportation in western Canada was largely relieved, the car shortage being noted chiefly in connection with accumulations of freight from the previous

blockade. The supply of fuel became generally adequate after the first week of the month.*

Conditions in the Industries and Trades

Conditions of employment during February in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows: —

Agriculture.

Work was confined to wood cutting and hauling, the care of stock and the marketing of produce. Good prices prevailed. In western Canada the partial relief of the car shortage caused an immediate increase in the movement of wheat. The cold weather interfered with dairying. The lowness of cheese stocks in Montreal and elsewhere makes the outlook for the coming season favourable. Ploughing was begun in British Columbia.

According to a report issued by the Manitoba Immigration and Agriculture Department to the provincial legislature during February, the crop of 1906 was the largest in the history of the province. About 130,000,000 bushels of grain were gathered by some 45,000 farmers. The expenditure on farm buildings was $4,515,085.00, an increase of $500,000.00 over the previous year. The output of butter was much larger than in any previous year, and the price of cheese higher than in many years.

An official estimate of the 1906 crop of Saskatchewan places the total at 37,000,000 bushels, an average of 20.4 bushels per acre, and an increase of 11,000,000 bushels in the total yield over 1905.

In connection with the engagement of farm labourers for the season of 1907, and with particular reference to the distribution of immigrant farm hands in the Province of Ontario, the following wages were reported as in effect through out the province:—

For an inexperienced single man, $100 to $125 a year, including board and washing.

For an experienced single man, $180 to $240 a year, with board and washing.

For an inexperienced married man and wife, the wife being required to do general housework and the man to work on the farm, $180 and upwards a year, including board.

For a partly experienced married man and wife, engaged under the above conditions, $200 and upwards a year, including board,

For an experienced married man and wife, engaged as above, $275 to $300 a year and board.

For an inexperienced married man with wife and family, where a house, garden, wood and other privileges are furnished, $200 a year and upwards, or $150 and upwards a year, including board for man.

For a partly experienced married man, with wife and family, engaged as above, $250 to $300 a year, or $200 and upwards, including board for man.

On short engagements, extending over seven or eight months, inexperienced single men are paid at the rate of $12 to $15 a month, board and washing, or $100 to $125 yearly.

A number of cheese cool curing rooms established by the Government in 1902, were recently discontinued. The rooms were intended to illustrate the advantages to be derived in the curing of cheese at a proper temperature during the summer months. The plan of having a central curing room, to which the cheese from several factories could be brought daily, was adopted as affording variety to the experiment and permitting a larger number of cheeses to be handled than if the establishment had been located for a single factory. The central curing room, moreover, being located at a railway station was more easily accessible to the public and was thus brought more prominently into notice. The results obtained at the curing rooms have been widely published among cheese manufacturers, and the establishments have been visited by large numbers of dairymen. As a result, the movement towards the cool curing of cheese has been so well started that no future work on the part of the Government seemed desirable, cheese makers and cheese factory owners generally having been convinced of the advisability of providing similar facilities at their own factories. About 100 factories will be provided with these facilities in 1907, and indications are that in future years cool curing rooms at factories will be the rule.

*A special article dealing with the fuel scarcity in Saskatchewan is published elsewhere in the present issue.

Among apple growers in Nova Scotia a considerable scarcity of labour has prevailed for some time past. The denudation of the forests has taken away the chief source of winter employment, and workmen have, in consequence, removed to places where longer periods of work are obtainable. In 1901 there were over 1,000 fewer persons occupying 10 acres and under in the three counties of King's, Hants and Annapolis, constituting the chief fruit growing section of the province, than there were in 1891. The general population of the three counties fell off during the 10 years by over 3,000, chiefly among persons under 40 years of age. It is thought that the remedy for existing conditions among fruit growers might be found in the adoption of co-operative methods similar to those which have recently introduced into the chief fruit growing districts in Ontario.

A number of important meetings of agriculturists were held during February. Among others mention may be made of the following:—the annual convention of the Manitoba Grain Growers' Association at Brandon, Man., at which upwards of 250 delegates were present; the annual convention of the Saskatchewan Grain Growers' Association at Regina, Sask., at which resolutions favouring government control of terminal elevators and telephones were passed; the thirty-first annual meeting of the New Brunswick Farmers' and Dairymen's Association at Fredericton, N.B.; the sixteenth annual convention of the District of Bedford's Dairymen's Association at Cowansville, Que.; the twenty-fifth annual convention of the Huntington District Dairymen's Association at Hemmingford, Que.; the third annual meeting of the Fruit Growers' Association of New Brunswick at Fredericton, N.B.; the annual meeting of the Dominion Cattle Breeders' Association at Toronto, Ont.; the annual meeting of the Ayrshire Cattle Breeders' Association of Huntington, Que.; the second annual meeting of the Canadian Poultry Institute at Guelph, Ont.; the annual convention of Manitoba Dairymen at Winnipeg, Man., on February 13; and a meeting of cheese manufacturers and farmers at Cornwall, Ont.

The Grain Commission concluded its sittings in Western Canada during February.

Fishing.

Landings of fresh fish from the Banks were light. The catch of lobsters was also light in many localities. The Lunenburg, N. S., fleet, however, reported a fair return, notwithstanding some heavy weather about the middle of the month. This fleet now numbers about 150 schooners, of an average burden of 100 tons. At Canso, N.S., and other points to the eastward takings were below the average. The export trade in fish from Cape Breton to the United States' market has recently increased very considerably, the returns for 1906 being $130,000 in excess of those of 1905. Smelt fishermen closed an active season during February. It was stated that the St. John harbour fisheries yielded a product of the value of $145,000 in 1906, an increase of $22,000 over the average value. The gain was chiefly in the value of the salmon catch which has been increasing during recent years, that of 1906 being the best recorded in the past 50 years. In Quebec the take of tommy cods in the St. Lawrence River gave employment to a large number. Catches were heavy at many points on the great lakes, some good catches of coarse fish were made. The herring season at Nanaimo, B.C., came to a close, fishermen reporting a prosperous year, catches being over twice as heavy as last year and more fishermen being employed in the industry than ever before. The various firms engaged in the curing and packing of the product reported a successful season. Work was begun by a number of the firms which operated salmon traps off Vancouver Island during the season of 1906, on the refitting of the traps for the coming salmon run. It was stated that therewill be fewer traps operated this year than last. The majority of the traps will be completed by the month of May. Important developments were recently re-

ported in the whale fishing industry on Nootka Sound (*)

Lumbering.

The month was very busy throughout Canada, and the outlook more favourable than in many years past. The men were returning from the camps in certain localities in the Maritime Provinces, where the cut was about the same as last year. In Ontario and Quebec good progress was made in the woods, and the outlook is for a heavy cut.

The supply of labour was equal to the demand in the lumber camps during February, but it was expected that with the beginning of the drives all available men would be given employment. The amount of building material got out of the woods in the North-west provinces will probably be less than last year owing to the depth of snow in the woods and the scarcity of labour. There has been a falling off especially in railway ties, though the demand is at present exceedingly active in view of the extensive railway construction projected for the present year.

Stocks of lumber throughout these provinces were reported light and it is expected that the demand during the coming building season will be very heavy, orders being already placed to a larger extent than in any previous year. In British Columbia logs continued very scarce and high in price though a number of logging camps which had closed down owing to weather conditions reopened during February and a number of new logging outfits went into the woods. A number of new lumber mills were opened and several were projected. Owing to the cold weather having diminished the supply of logs a scarcity is expected for some months, but the output of sawn lumber is expected to be unprecedentedly heavy during the coming season. A shortage of cars for the moving of stock was reported by a number of British Columbia mills.

In a review of the lumber trade in Canada during 1906 the "Canada Lumberman and Woodworker" stated as follows:—

"Prosperity in the broadest sense of the word characterized the lumber trade of 1906. With scarcely an exception, timber products of all kinds were in brisk demand, and the average of prices was considerably in advance of what had prevailed in any previous year. Operations were as a rule carried on under favourable conditions, and the manufacturer or dealer, who was unable to show a fair margin on the right side must indeed have been unfortunate."

"Every exporting province of the Dominion made larger shipments last year than in 1905. New Brunswick is 75,000,000 feet ahead in trans-Atlantic trade and Nova Scotia manufacturers secured an increased volume of business from South America and the West Indies, of which the exact figures are not available. The white pine production of Ontario and Quebec was eagerly sought for by United States consumers, who have become largely dependant upon the Canadian supply. British Columbia, too, made some gain in exports notwithstanding the great demands of the West for lumber."

"Compared with a year ago, prices are higher all round. The cost of production has increased from ten to twenty per cent., labour supplies and stumpage being higher."

In view of recent advances in the cost of lumber and the very active demand throughout Canada, coupled with the fact that stocks at the mills are generally low, it is expected that the season of 1907 will exceed in activity that of 1906.

The annual convention of the Western Canada Lumbermen's Association was held at Winnipeg, Man., on February 13. About 100 delegates were present.

A forestry convention summoned in accordance with legislation passed during the 1906 session of the Legislature of New Brunswick, was held at Fredericton, N.B., on February 21.(*)

On February 11, the Right Hon. the Prime Minister of Canada moved in the House of Commons that a resolution introduced by the Member for Alberta, with reference to an alleged combine between manufacturers and dealers in lumber in Western Canada,† should be called, as, otherwise, it would not be reached for some time. The resolution asked for the appointment of a select committee of nine for the purpose of inquiring into the matter of the aforesaid combine, with power to send for persons, papers and records and to examine witnesses on oath. The resolution was carried at the instance of the Right.

(*)For detailed information see report of Victoria, B. C., correspondent.

(*) A report of the proceedings of this convention is published elsewhere in the present issue.

(†) The full text of this resolution was published in the *Labour Gazette* for February, 1907, page 835.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue in the several trades and industries throughout the Dominion. This table has reference only to the amount of treated under separate headings in the *Gazette*. In tabulating the information in question the terms employed able or unfavourable, as follows: (1) active, busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	.....	.....	Active	Very busy.	Very busy.	.....	Quiet
Halifax	.....	Quiet	Active	Active	Quiet	.....	Active.
Amherst	Active	Active	Very busy	Active	Very busy	.....	Active
Prince Edward Island—							
Charlottetown	Active	Active	Active	.....	Active	.....	Quiet
New Brunswick—							
Moncton	Quiet	Busy	Active	.....	Active	.....	Quiet
Chatham	Active	Active	Busy	.....	.....	.....	Quiet
St. John	.....	.....	Busy	.....	Busy	.....	Quiet
Quebec—							
Quebec	Active	.....	Very busy	.....	Active	Busy	1 Dull
Three Rivers	Active	Busy	Busy	Dull	Active	Busy	Quiet
Sherbrooke	Dull	.....	Busy	Very busy	Busy	Quiet	1 Quiet
St. Hyacinthe	Quiet	.....	.....	.....	Very busy	.....	1 Dull
Montreal	Quiet	.....	.....	.....	Busy	.....	Busy
Maisonneuve	.....	.....	.....	.....	Busy	.....	Quiet
Hull	Dull	.....	Active	Active	Active	.....	Active
Ontario—							
Ottawa	Quiet	.....	Busy	Active	Busy	.....	Active
Kingston	Busy	Dull	Active	Active	Busy	.....	Active
Belleivlle	.....	Active	Active	Active	Very busy	Active	Active
Peterborough	Quiet	Dull	Active	.....	Busy	.....	1 Quiet
Toronto	Active	.....	.....	.....	Busy	Active	Quiet
Niagara Falls	Quiet	Quiet	.....	.....	Busy	Quiet	1 Quiet
St. Catharines	Quiet	.....	.....	.....	Active	Quiet	Quiet
Hamilton	.....	.....	.....	.....	Busy	.....	Quiet
Brantford	.....	.....	.....	.....	Busy	Active	Quiet
Guelph	.....	.....	.....	.....	Active	.....	Quiet
Berlin	Active	.....	.....	.....	Busy	.....	Quiet
Woodstock	Active	.....	.....	.....	Very busy	.....	Quiet
Stratford	Active	.....	.....	.....	Active	.....	Quiet
London	Quiet	.....	.....	.....	Busy	.....	1 Quiet
St. Thomas	.....	.....	.....	.....	Busy	.....	Dull
Chatham	.....	.....	.....	Busy	Active	.....	Quiet
Windsor	.....	.....	.....	.....	Very busy	.....	Active
Sault Ste. Marie	.....	.....	Busy	.....	Very busy	.....	Active
Port Arthur and Fort William	.....	.....	Busy	Busy	Busy	Very busy	Busy
Manitoba—							
Winnipeg	Active	.....	Busy	.....	Busy	Busy	Active
Brandon	.....	.....	.....	.....	Busy	.....	Dull
Saskatchewan—							
Moose Jaw	Dull	.....	.....	.....	.....	.....	1 Quiet
Alberta—							
Calgary	.....	.....	Busy	Busy	Busy	.....	Active
British Columbia—							
Nelson	.....	.....	Very busy	Very busy	.....	.....	.....
New Westminster	Active	Quiet	Very busy	.....	Busy	.....	1 Dull
Vancouver	.....	.....	Very busy	.....	Active	.....	Dull
Victoria	.....	Busy	Busy	Busy	Very busy	.....	Quiet
Nanaimo	Quiet	Busy	Very busy	Very busy	.....	.....	Quiet

(1) Plumbers busy.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE, SERIES G., No. 38.

CANADA DURING THE MONTH OF FEBRUARY, 1907.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment employment prevailing, no account being taken of wage changes, trade disputes and kindred phenomenal- are divided into two groups, the order indicating in each the degree to which general conditions were favour–

Metal, Engineering-Ship-building.	Wood-working.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	Active	Active
Active	.....	Busy	Quiet	.....	.....	.....	.....	Active
Very busy	Very busy	Very busy	Active	.....	.....	Busy	.....	Busy
Active	Active	Active	Active	Active	Active	Active	Active	Dull
Busy	Active	Active	Active	Active	Quiet	Active	Active	Quiet
Active	Quiet	Busy	Active	Active	Active	Busy	Active	Quiet
Active	Active	Active	Active	Active	.....	Busy	Busy	Active
Busy	.....	Very busy	Active	Busy	Active	Busy	Active	Active
Active	Active	Active	Quiet	Quiet	Quiet	Very busy	Active	Active
Busy	Busy	Busy	Busy	Busy	Active	Busy	Active	Active
Busy	Busy	Busy	Active	Active	Busy	Busy	Active	Active
Busy	Busy	Active	Busy	Active	.....	Busy	Busy	Active
.....	Active	Busy	Busy	Active	Active	.....	Active	Quiet
				Active	.....	.....	.....	Active
Active	Busy	.....	.....	.....	.....	Busy	.....	Quiet
Active	Active	Busy	Quiet	Active	Active	Active	Active	Quiet
Busy	Active	Active	Active	Active	Busy	Busy	Busy	Active
Busy	Active	Active	Active	.....	Active	Busy	Busy	Quiet
Busy	.....	Busy	Quiet	Active	Active	Busy	Quiet	Dull
Active	Active	Busy	Quiet	Active	.....	Active	Busy	.....
Active	Active	Busy	Active	Active	Active	Busy	.....	Active
Very busy	Very busy	Very busy	Active	Busy	Active	Busy	.....	Dull
Active	Active	Busy	Quiet	Active	Busy	Active	Busy	Active
Active	Active	Busy	Active	.....	Busy	Active	Quiet	Dull
Active	Very busy	Active	Active	Busy	Active	Busy	Active	Quiet
Busy	Busy	Busy	Active	Busy	Active	Active	Active	Quiet
Busy	Busy	Very busy	Quiet	Very busy	.....	Busy	Busy	Dull
Active	Quiet	Active	Quiet	Active	.....	Very busy	.....	Active
Active	.....	Busy	Busy	Busy	Busy	Active	Active	Dull
Busy	Active	Active	Quiet	Active	Active	Active	Active	Active
Active	.....	Active	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	Very busy	.....	Busy
Very busy	Quiet	Busy	Quiet	Active	Busy	Busy	Quiet	Quiet
Active	Quiet	Active	Active	Active	Quiet	Very busy	Busy	Quiet
Active	Busy	Active	Busy	Active	.....	Very busy	Active	Quiet
Busy	Busy	Busy	Busy	Busy	Busy	Busy	Busy	Active
.....	.....	.....	.....	.....	.....	.....	.....	Active
Busy	Active	Active	Active	Active	Active	Active	Active	Dull
Busy	Busy	Null	Active	Busy	Active	Very busy	Active	Dull
Dull	Active	Busy	Busy	Busy	Active	Active	Active	Busy
Active	.....	Active	.....	.....	.....	Very busy	.....	Very busy

Hon. the Prime Minister, and a committee was appointed consisting of the following Members of the House:—Messrs. Thos. Greenway, (Lisgar), Wm. Sloan, (Comox-Atlin), Dr. McIntyre (Strathcona), G. H. McIntyre (Perth), Geo. W. Fowler (Kings and Albert), John Herron, (Pincher Creek), F. A. Schaffner (Souris), W. E. Knowles (Assiniboia West) and E. A. Lancaster (Lincoln and Niagara). The committee held its first meeting on February 19, at which Mr. Thomas Greenway was appointed chairman. A number of witnesses were summoned from Western Canada to give evidence.

Mining.

Conditions in the Nova Scotia collieries were more active in February than in January and the output compared favourably with that of February, 1906. The outlook is for a very busy shipping season (*).

The annual statement of the Dominion Coal Company, Limited, for the year ended December 31, 1906, showed total profits of $1,137,370.92, compared with $1,573,832.19 for 1905, a decrease of about 27 per cent. The total output in 1906 was 3,552,746 tons, compared with 3,189,657 in 1905. The decrease in profits was accounted for by the increased demand of the Dominion Iron and Steel Company, an increase in the cost of mining, and the unusual amount of development work, renewals and repairs carried out. Expenditures on the latter were $250,000 in excess of the previous year.

The cold weather hampered mica mining in the Province of Quebec, but asbestos mining has been prosecuted during the winter on a more active scale than in any previous year.

Shipments from the Cobalt Camp were heavy. It was stated that the lack of smelting facilities acted as a retarding influence on the development of the camp. The plant of the Montreal Reduction and Smelting Company of Canada, situated at North Bay, Ont., was nearing completion. A free assay office has been established by this Company.

(*) See report of Sydney N.S. Correspondent.

Prospecting was very active in the Larder Lake district.

At Hastings, Ont., a mining as sociation was recently organized.

The supplying of natural gas in the Niagara Peninsula, which was interrupted by the cold weather during January, was resumed.

The output of the oil wells in the Tilbury region was heavy during February and some additional strikes were reported. As a result of recent developments in this district, building, it is expected, will be very active in the localities affected during the present year.

The revenue of the Ontario Bureau of Mines during 1906 reached a total of $250,090. In 1905 the total receipts were $61,560.

The collieries throughout Alberta and British Columbia were working to full capacity during February. The pay-roll of the Crows's Nest Pass Coal Company for the month ended February 16 was the second largest in the history of the company, amounting to $150,117.20, that of August last being the largest. On Vancouver Island, also, the coal mines were very busy, and there was a demand for additional miners.

A number of metalliferous mines in British Columbia were inconvenienced during the opening weeks of the month by the scarcity of fuel which prevailed at the smelters, the output at Rossland, B.C., and other localities being diminished in consequence. In the closing week of the month, however, coke was coming to hand in considerable quantities and it was expected that normal conditions would prevail within a short time. Development work on Vancouver Island and in the northern portion of the province was reported active and the outlook for the coming season favourable.

It was stated by the general secretary of the Lord's Day Alliance that a number of leading mining firms in British Columbia were engaged in erecting and improving the bunk houses of the men in view of the fact that Sunday labour along general lines is now prohibited and the necessity of the men having more sanitary and more pleasing Sunday quarters thereby emphasized.

Manufacturing.

Industrial establishments in all of the more important centres had a busy month, especially those engaged on heavy lines. Lowness of water in the streams affected a few points dependent on water power, and the continuance of the car shortage inconvenienced certain factories. No serious curtailment of output, however, was reported.

The general expansion of the industry was continued. In the Town of Galt, Ont., extensions to factories during the past twelve months were estimated to amount to 315,000 square feet of floor space and to represent an expenditure of $400,000.

Among branches of the industry which were particularly active during February were iron and steel making plants, boot and shoe factories and manufacturers of rubber. At Sydney, N.S., the monthly record for the production of steel rods was broken by the Dominion Iron and Steel Company during January, with a total production of 7,966 tons, compared with 7,400 tons in January, 1906. Options have been obtained by the Company on a number of coal properties. The steel rail plant at Sault Ste. Marie, Ont., turned out 19,285 tons of steel rails during January; the highest previous monthly output was 16,800 tons, while the plant was constructed on a basis of 500 tons daily. The prevailing price was in the neighbourhood of $34.00 per ton. *

The annual report of the Nova Scotia Steel and Coal Company, issued during February, showed that 42,831 tons of finished material was shipped from the steel department, being an increase of about 50 per cent. The quantity of pig iron manufactured, however, was smaller than in the previous year, being 16,872 tons, compared with 28,723 tons. Profits for 1906 were $960,281, compared with $559,906 in the preceding year. The coal output of the company was greater by 126,172 tons in 1906 than in 1905.

As a result of recent arrangements, the consolidation of rubber manufactures now includes the Canadian Rubber Company, the Granby Rubber Company, the Maple Leaf Rubber Company, and the Berlin Rubber Company, the only large concern outside of the amalgamation being the Gutta Percha and Rubber Manufacturing Company of Toronto.

A considerable revival in activity has taken place recently in textile manufacturing establishments in Canada. Extensive enlargements in a number of cotton mills are being made and some new factories projected. Woollen and knitting factories have been increasing their capacity, and the carpet and spinning branches have added considerably to plant and output. Several manufacturers of silks and narrow fabrics have increased their staffs, and some large plants for the manufacture of jute twine and cordage have recently begun operations. Dyeing and finishing firms have been active. At the annual meeting of the Montreal Cotton Company it was stated by the president that the year 1906 had been one of the best in the history of the company, the total sales having amounted to $2,615,000 and total profits to 10½ per cent. of the capital. Improvements to the value of $115,000.00 were carried out during the year.

According to statistics published by the American Iron and Steel Association, the total production of all kinds of pig iron in Canada during 1906 amounted to 541,957 gross tons, compared with 468,003 tons in 1905, an increase of 73,954 tons, or over 15 per cent. During the first half of 1906, the production of pig iron amounted to 282,010 tons and in the second half 259,947 tons, a decrease of 22,063 tons. Of the total product of 1906, 525,716 tons were made with coke, 16,021 tons with charcoal and 220 tons with electricity. The production of basic pig iron in Canada during 1906 amounted to 246,228 tons, compared with 172,102 tons in 1905, and the production of Bessemer pig iron to 165,609 tons, compared with 149,203 tons in 1905. All basic and bessemer pig iron was made with coke. On December 31, 1906, there were 15 completed furnaces in Canada, of which 12

(*) For detailed information with regard to steel production at Sault Ste. Marie, Ont., and Sydney, N. S. See reports of local correspondents in the present issue.

used coke and 3 charcoal; 8 of these were in blast.

The beet sugar factories closed down during February after an exceptionally long season and a heavier output than in previous years.

At the annual meeting of the shareholders of the Hamilton Cataract Power, Light and Traction Company, held at Hamilton, Ont., it was announced that the company had been absorbed by the Dominion Power and Transmission Company incorporated with an authorized capital of $25,000,000.

Railway Construction.

Operations were largely confined to rock cutting and the assembling of material. Arrangements were being made for the obtaining of an adequate supply of labour for the coming season, during which it is estimated that upward of 50,000 men will be required for railway construction and repairs in Western Canada. Certain contractors had already completed arrangements, but in other cases, large numbers of men were still required.

The contracts for the superstructures for the following bridges were recently awarded by the Commissioners of the Transcontinental Railway to the Locomotive and Machine Company of Montreal:—

River aux Pommes, in the County of Portneuf, Province of Quebec, mile 19.5, 1–50 Plate Girder Span.

River Portneuf, in the County of Porneuf, Province of Quebec, Mile 28.9, 1–100′ Plate Girder Span, and 2 spans of 60′.

River St. Anne, in the County of Portneuf, Province of Quebec, Mile 43.5, 2–100′ Plate Girder Spans and 2 spans of 70.′

River Noire, in the County of Portneuf, Province of Quebec, Mile 45, 1–125′ Deck Truss Span and 2–50′ Plate Girder Spans.

The contracts for the following structures have been awarded to the Dominion Bridge Company:—

Jacques Cartier River Bridge, in the County of Portneuf, in the Province of Quebec, mile 22, steel trestle, length of floor, 360′, composed of 1–100′ Deck Truss Span, 2–60′ Plate Girder Spans, 1–80′ Plate Girder Span, and 2 towers of 30′ span each.

Charest River Bridge, in the County of Champlain, in the Province of Quebec, mile 50.7, steel trestle bridge, length of floor 525′, composed of 1–75′ Plate Girder Span, 6–60′ Plate Girder Spans, and 5–30′ Braced Towers.

Batiscan River Bridge, in the County of Champlain, in the Province of Quebec, mile 65, 1–200′ Deck Truss Span, 2–100′ Deck Truss Spans, with trestle approaches of 3–60′ Plate Girder Spans, and 2–40′ towers.

It was stated that the estimates of the Canadian Pacific Railway Company for expenditures during 1907 were fully equal to those of last year, which included the construction of 203 miles of new spur lines, the grading of 175 miles of double track and the laying of 92 miles of steel on the same; also the replacing of 327 miles of road with 80 pound rails and the ballasting of 305 miles of roadbed. An order for 100 new locomotives was recently placed by the Company. Three new steamers are under construction for the same Company, two to be added to the lake fleet, and one freighter for the British Columbia coast service. Construction of the Canadian Pacific Raillway line from Saskatchewan to Prince Albert will be proceeded with at once.

Branch lines totalling in length some 1,200 miles will be constructed by the Canadian Northern Railway Company in Ontario.

It was stated that the Temiscamingue and Northern Railway Commissioners had ordered 100 new wooden freight cars and 100 steel and iron freight cars, the total cost to be $175,000. A contract for the supplying of 65,000 tons of rails was recently awarded by the Commissioners to the Algoma Steel Company.

It was stated in the House of Commons, by the Right Hon. the Prime Minister, that the subject of a railway to Hudson Bay was engaging the attention of the Government, and that an announcement would be made to the House before the close of the present session.

Transport.

During the latter half of the month, transportation difficulties throughout Western Canada were considerably ameliorated, though large quantities of freight were still delayed as a result of the blockade in January. Wheat receipts showed an increase. Railway employees of all classes throughout Canada were very busy, though railway earnings showed a falling-off compared with February, 1906.

At a meeting held under the auspices of the Railway Commission on February 5-6, the adoption of new operating rules on Canadian lines was discussed. The Canadian Pacific Railway Company, the Grand Trunk Railway Company, the Canadian Northern Railway Company, the Michigan Central Railway Company, the Père Marquette Railway Company, and the New York and Ottawa Railway Company were represented, together with the following organizations of railway employees:—the Order of Railway Telegraphers, the Brotherhood of Railway Trainmen, the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and the Order of Railway Conductors. The meeting was arranged by the Commission in order that the representatives of the employees might have an opportunity of offering suggestions with a view to increasing the efficiency of the roads and decreasing the chances of injury to trainmen, passengers and property. A number of suggestions were made and discussed including a petition presented by the Order of Railway Trainmen some time ago with regard to certain proposed improvements in the method of operating trains. A number of other subjects, such as car supply, equipment of different lines, ventilation of stations, etc., were also discussed. A committee was appointed representing the companies and the railway organizations for the purpose of drafting a standard code of operating rules to be used bp the various railways subject to the jurisdiction of the Board. The committee will hold its first meeting in April and will submit the rules to the Board not later than July 1, 1907.

The annual meeting of the Toronto Street Railway Company was held on February 6. Gross earnings during the year were $3,109,739.00 and operating expenses, $1,646,513.00. The number of passengers carried was 76,109,952 The sum of $467,365.00 was paid to the city as its percentage of earnings, pavement charges and mileage. It was announced that orders had been given for the building of 100 new cars. Earnings during 1906 showed an increase of 12.8 per cent over the preceding year.

At the annual meeting of the Toronto and York Radial Railway Company gross earnings of $221,450.17 were announced, compared with $168,462.27 for the preceding year. Operating expenses amounted to $138,492.29 and net earnings to $82,957.88.

Winter port business at St. John, N.B., was very active, though in certain lines the volume of trade was less than last year. Up to the end of February an increase in the number and total tonnage of steamships arriving was shown compared with 1905.

At the annual meeting of the Richelieu and Ontario Navigation Company a $2,000,000.00 bond issue was approved, the same to be applied to the supplying of new steamers and other improvements.

Arrangements were completed for the inauguration of a steam service between Pacific ports in Canada and Mexico.

The Trades.

Building.—Masons, bricklayers stone cutters and builders' labourers were dull, but the branches engaged on inside work had a fair month. Notwithstanding recent advances in the price of building material, the outlook for employment during the coming season is that conditions will be fully as active as in 1906. At Toronto, Ont., for example, though the amount of buildings completed last year was greater than in any previous year, permits issued up to March 1, 1907, were over 40 per cent in excess of those issued during the first two months of 1906 (*).

Metal, engineering and shipbuilding.—Conditions in the metal and engineering branches were about the same as in January, employees in metal-working establishments being very active in most localities. Work was begun at Quebec and elsewhere on the refitting of vessels for the navigation season of 1907, giving employment to many workmen.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers, polishers, etc., had a good month. Employees

(*) A special article dealing with building operations in Canada, during 1906, and containing information with regard to the outlook for 1907 is published elsewhere in the present issue.

in planing mills and sash and door factories had already begun at many points on work for the building season of 1907.

Printing.—Printers and pressmen had a busy month, and electrotypers, stereotypers, etc., had a good month. Bookbinders were well employed.

Clothing.—Journeymen tailors at certain points were dull from seasonal causes, though activity prevailed in other localities. Garment workers, hat and cap makers were busy. The turn-over of gloves during 1906 was reported nearly double that of the preceding year. The outlook for the present year was considered satisfactory. Boot and shoe factories were very busy, especially those manufacturing for the retail trade. Spring orders were well under way and were reported heavy.

Leather.—Some relief was experienced in country hides, and market tendencies were slightly downwards. Tanners and curriers were somewhat quiet, with prices unchanged. Manufacturers of travelling leather goods were exceptionally busy.

Food and tobacco preparation.—Bakers were fairly active, notwithstanding the decline in trade which is usually experienced during the winter months. Confectioners were quiet from seasonal causes. Butchers were also somewhat quiet. Ice cutters and drivers were very busy, the quantity and quality of the crop being better than in several years past. Among cigar makers and tobacco workers conditions were favourable.

Miscellaneous.—Miscellaneous employees were fairly active, though at Winnipeg and elsewhere in Western Canada there was a surplus of labour seeking light indoor employment.

Unskilled.—Conditions showed little change compared with January. Snow shovelling gave employment to a large number. At Toronto, Ont., and certain other points the number of unemployed increased during the month. Compared with the corresponding month of 1906, however, conditions were favourable, and the outlook for a very busy year is considered excellent, preparations being actively under way for the securing of an adequate number of men in connection with the extensive railway construction and other operations projected for the coming season.

Canadian Trade and Revenue.

Foreign trade.—During January, 1907, the total value of imports entered for consumption was $26,531,978.00, compared with $22,582,136.00 in January, 1906. For the seven months ending January 31, 1907, total imports amounted to $194,984,279.00, compared with $160,909,645.00 during the corresponding period of 1905-6. Total domestic exports during January, 1907, amounted to $16,721,081.00, compared with $17,653,704.00 in January, 1906. For the seven months ending January 31, 1907, the total exports were $153,164,176.00, compared with $150,834,433 during the corresponding period of 1905-06. Declines in exports during January took place under the heading of fisheries, animals and their products and agriculture. The chief increases in exports during the six months' period were under the heading of "The Mine," "The Forest," and "Animals and their Produce."

Imperial trade.—According to the reports of Canadian commercial agents received at the Department of Trade and Commerce, Canada, apples were in demand in the Liverpool market in Great Britain; general trade in Great Britain was buoyant and the outlook for Canadian imports promising. In the West Indies and Newfoundland, also, market conditions were satisfactory, with a demand in Trinidad for Canadian soap and buggies. In Australasia trade was reported increasing. The outlook for the establishment of a profitable commission business between Canada and British South Africa was stated to be favourable.

Domestic trade.—The cold weather of the opening weeks of the month hampered retail trade in the country districts, especially in Western Canada. On the other hand it stimulated the turn over of winter lines, and the re-order business of the wholesalers in goods of this class was exceptionally heavy. Winter dry goods and general hardware

and metals were the most active commodities on the trade list. Collections were on the whole fair, though not so good as in January. The money market continued tight, a large amount of the circulation of the banks being still retained in the western provinces as a result of the delay in the moving of the crops.

The Canadian bank statement for January, 1907, showed total assets of $931,336,958.00 and total liabilities of $757,334,421.00. Notes in circulation amounted to $76,957,271.00 and deposits payable on demand to $170,564,666.00.

Canadian revenue.—Canadian revenue during February, 1907, amounted to $7,327,820.49, compared with $5,505,556.81 in January, 1906. For the eight months ending February 28, 1907, the total revenue was $57,986,513.91, compared with $49,760,375.24 during the corresponding period of 1905-06.

The total expenditure on capital account during February was $1,024,012.33, of which the leading item was : Public Works, $862,386.81.

Notes.

A Board of Trade was organized at Dutton, Ont.

A *Union of New Brunswick municipalities* was organized.*

A *Public Ownership League* was organized at Toronto, Ont.

The question of *prison labour* was under consideration by the Government of Ontario.

An investigation into the *supply of labour* in British Columbia was undertaken by the Victoria, B.C., Board of Trade†.

A bill to creat Fort William, Ont., a city was passed by the Private Bills Committee of the Ontario Legislature.

The number of *advertisements for mechanics* in the daily press showed a large increase in February, 1907, compared with February, 1906.

A special committee of the House of Commons had under consideration a bill providing for the incorporation of *industrial and co-operative societies.*

(*) See Report of St. John, N. B., correspondent.
(†) See Report of Victoria, B. C., correspondent.

Reports received by the Hudson Bay Company from *fur traders* in northern Canada were to the effect that the supply would be less this year than in 1905-06 owing to the severe weather and the unusual depth of snow.

The third session of the thirty-fifth general *Assembly of Prince Edward Island* was opened on February 23. It was stated in the Speech from the Throne that negotiations were in progress for the establishments of an Experimental Farm in Prince Edward Island.

A deputation representing the Canadian Manufacturers' Association and the Trades and Labour Congress of Canada had an interview with the Right Hon. the Prime Minister, the Hon. the Minister of Labour and the Hon. the Minister of Inland Revenue on February 22, for the purpose of requesting assistance by the Dominion Government to *technical education.*

The second session of the *first Legislature of Saskatchewan* opened on February 21. Reference was made in the Speech from the Throne to the prevailing prosperity; the inadequacy of existing transportation facilities, the result of which was that a large portion of the 1906 crop was still in the hands of the farmers; the prevailing scarcity of fuel; and the action of the Government in providing adequate facilities for municipal government. It was also stated that a Mechanics' Lien Act and a Hail Insurance Act would be introduced by the Government.

The *Legislature of the Province of Nova Scotia* was opened on February 14. In the Speech from the Throne reference was made to the continued expansion in the coal mining industry and the work of surveying for the Halifax and Eastern Railway. It was announced that measures would be introduced with reference to technical education, the improvement of the common roads and the securing of desirable classes of immigrants for Nova Scotia.

The following resolution was adopted by the Legislature of the Province of Alberta on February 7 on a motion of the Hon. the Minister of Public Works

seconded by the Hon. the Attorney General:—

"That, in the opinion of the house, it is deemed advisable that the government of the province of Alberta appoint a commission to make enquiries into conditions of labour interests in the province with a view of obtaining all possible information with regard to any differences existing between capital and labour, in order that the government may be able to frame legislation looking toward the peaceable settlement of disputes of this nature."

An arrangement for the construction of one thousand low-priced houses for working men, the latter to be afforded an opportunity of purchasing the same on easy terms, was discussed by the Toronto branch of the Canadian Manufacturers' Association on February 21†.

During February, a Commission was appointed by the Government of Quebec to investigate into the question of *workmen's compensation for injuries*, with a view to the submitting of legislation to the provincial legislature. By a resolution adopted by the Legislature on the motion of the Hon. the Minister of Public Works and Labour, payment of the Commissioners and of the Secretary to the Commission was provided for, the rate not to exceed $6.00 per day.

Official returns were published during February of the vote taken at the recent municipal elections in Manitoba with respect to *Government ownership and operation of telephone lines*. The total number of municipalities in which the vote was taken was 122. The proposal was carried in 55 of these municipalities and defeated in 67. The total vote polled was 13,688 for, compared with 11,569 against. The Hon. the Minister of Public Works of *Alberta* speaking in the Legislature on February 16, outlined the policy of the Government of that Province with reference to the installation and operation of municipal telephones.

The annual meeting of shareholders of the *Toronto Labour Temple Company* was held on February 9. The report of the Board of Directors showed a total revenue of $11,092.51, compared with $10,048.77 in the preceding year. A balance on hand of $3,501.47 was declared after reducing the mortgage by $3,000, making extensive alterations to the building, and paying $1,275.00 interest. The undeclared dividend on shares amounted to 23 per cent. During the coming year the Company will be called upon to liquidate mortgages to the extent of $3,500.

A deputation representing the Quebec *executive of the Trades and Labour Congress of Canada* had an interview with the Hon. the Premier of the Province and other members of the Quebec Government on February 7. The delegation brought to the attention of the government a number of resolutions passed at the convention of the Congress held at Victoria, B.C., in September, 1906. Among matters in connection with which provincial legislation was sought were, the adoption of the 8-hour day on Government work, the abrogation of the law with regard to electoral deposits, the establishment of building societies in all large centres, the protection of street railway employees, the granting of public lands, the amendment of the Factories' Acts, the appointment of scaffolding inspectors, and the construction of temporary floors in buildings under construction with a view to the protection of workmen.

A deputation representing the *Ontario Executive Committee of the Trades and Labour Congress of Canada* held an interview with the Hon. the Premier of Ontario, on February 19, for the purpose of submitting to the Government certain resolutions passed at the annual convention of the Congress held at Victoria, B.C., in September, 1906. The resolutions in question advocated the abolition of the prison labour contract system and of the abuse of injunctions in labour disputes; the abrogation of property qualifications for municipal offices; the insertion of a fair wage clause in all public contracts; the placing of factory inspectors under the control of the Labour Bureau, and the prohibiting of employment of foreign detectives in labour troubles.

The Legislature of the Province of New Brunswick assembled on February 14. In the Speech from the Throne

(†) For detailed information as to the proposed arrangement, see report of Toronto, Ont., correspondent.

the following statement was made with reference to industrial conditions in the province:—

"While the crops have in some sections been below the average, the good prices for farm produce which have prevailed throughout the year have in large measure made up for the deficiency in this respect. The lumber industry is prospering, good prices have been realized, and the outlook for the present year is exceedingly good. Our hardy fishermen have reaped a bountiful harvest from the sea. There is abundance of work and remunerative wages for all who are willing to labour."

Reference was also made to the beneficial effect on general business of the development of the Canadian West. It was stated that measures would be introduced providing for an increase in teachers' salaries, for the inspection and stamping of creamery butter, for encouraging the raising of sheep and for assisting in the construction of the International Railway. The development of water power at the Grand Falls, the prospecting for iron ores and the development of the coal areas of the province were mentioned. Of special interest to labour was the statement that a workman's compensation Act and an Act to provide for the incorporation of Fishermen's Unions will be introduced.

II. REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of February Mr. J. A. Kinney was appointed correspondent of the Labour Gazette for Edmonton, Alta., and district, in place of Mr. W. Deyl, resigned.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during February were active. With the exception of trades wholly dependent upon weather conditions all had a good month. The coal and steel trades were active, and outputs equalled those of February, 1906. At the Sydney Steel Works, 2,700 men were daily employed. Three blast furnaces were producing to their full capacity. One has lately been out of service for repairs, but another has taken its place. Ten open hearth furnaces were in operation continuously except when undergoing minor repairs. The rail mill worked three-quarter time. It would have worked full time, but for lack of material. The rod mill worked full time and produced 7,960 tons of rods. All the coke ovens were in full operation. It is stated that 400 bee-hive ovens will be erected.

The construction of the Bessemer converter is progressing, but has been somewhat retarded by weather conditions. It is expected that it will be in operation by the first of April.

The Dominion Steel Company is prospecting for coal on areas at New Campbellton and the head of Lingan Bay.

The National Rolling Mill Company has been successful in making financial arrangements, and as soon as a suitable location is selected construction work will be begun. The operation of the plant is expected to begin in January, 1908.

The Nova Scotia Steel Company had a very successful year, and has made a good beginning on the present one.

The first fortnightly pay-roll in February was the largest ever paid at the collieries, amounting to $57,500.00. The collieries will give a larger output than ever before.

Transportation was active. The product of steel companies was shipped as produced, keeping the roads very busy.

Wholesale and retail trades had a quiet month.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The weather favoured the hauling of logs and many of these were got out.

Manufacturing.—The Steel industry was running to full capacity, and except for the cessation of one day the furnaces

have been in continual service since relighting on the first of January.

Mining.—The Dominion Collieries have exceeded the output of last February by 2,000 tons. The daily average was much higher than in January, but storms tied up the collieries for two days in the latter part of the month and caused a lessened output. Some of the collieries had been placed on double shift in the previous month. This helped to increase the output, and to make up for the loss sustained by the Hub fire. The fire is now out in this mine, and the work of unwatering it has been going on since the last of January. If the mine is free from falls, the water will be pumped out in three months. However, the colliery will not be producing any great amount before July. The Dominion Coal Company is prospecting its coal areas at Lingan and will open up a number of collieries in the near future. The quality of the coal in the Lingan areas is equal to the best Phalen coal with the advantage of being much harder. Inverness collieries are working steadily. The output for February exceeded that of Feb. 1906. The Company is preparing the coal for the market better than formerly. This had an excellent effect on the sale of the coal.

Pictou collieries had a good month. The demand for the Pictou coals keeps the collieries running to their full capacity. Cumberland collieries had a fair month. It is stated that another mine will be opened at River Hebert, by the Boston Coal Company.

Other industries.—The ice crop which in the earlier part of the season, looked like a failure matured very rapidly and the crop is excellent.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet. With this exception skilled labour was active.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During February, labour has been more active than in the corresponding month of 1906. Certain skilled lines have been unprecedently active, and considering the weather, which has been rather severe, the general market was busy. Work on the erection of the new customs house is now almost completed, the structure being in the hands of the painters and decorators, while the new clock, with 1,200 lb. bell, will soon be in place.

The annual meeting of the Halifax Electric Tramway Company was held on February 14. The annual report for the year ending December 31, 1906 showed net earnings of $141,808.52, being an increase over any previous year. Four quarterly dividends at the rate of six per cent have been paid, amounting to $81,000. An unusually large expenditure, for street paving, double tracking, rolling stock, etc., amounting to $122,120.24, was made during the past year. When all expenses were paid there remained a surplus of $56,898.36. During the year 3,783,801 passengers were carried, against 3,404,747 in 1905.

The Monarch Bank of Canada has secured a building and will enlarge its premises as business necessitates. A representative of the Sillikers Car Company has purchased from the Moirs, Ltd., of this city, about three acres of land on which it is proposed to erect works. Building operations, it is understood, will begin as soon as the architect can arrange plans. The Royal Bank of Canada has purchased land adjacent to its present premises and will proceed with the erection of an addition.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—This industry was quiet, but fairly active in Lunenburg.

Lumbering.—Conditions were about normal.

Manufacturing.—Quiet conditions prevailed.

Mining.—This industry was active.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were well employed, a number being engaged installing new Babcock boilers at

the Woodside Sugar Refinery, at Dartmouth. Carpenters and joiners had a fairly busy month, but plasterers were somewhat quiet. Painters and decorators were more fully employed than during January. Plumbers, and gas and steam fitters had a busy month, and stone cutters an active one. Conditions with builders' labourers were dull.

Metal, engineering and shipbuilding.—Boiler makers, blacksmiths and horseshoers were well employed.

Printing.—Printers, pressmen and bookbinders were busy, and many were compelled to work overtime.

Clothing.—Journeymen tailors and garment workers experienced the usual seasonal dullness.

Unskilled.—This class was fairly well employed.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during February was, considering the time of year, unusually active. Many engaged in the lumber industry were complaining of a scarcity of choppers and teamsters. All the factories have been running full time, and in two or three instances it was found necessary for a night force to be put to work. Unusual activity promises to prevail this summer in the building line. Contracts have been already prepared for the erection of a new block, factory extensions and residences that will aggregate fully $200,000.00. Little has been done in civic work during the past month, but as soon as spring opens the work of paving streets, extending waterworks and other civic improvements will be resumed. The new rolling mills of the Rhodes-Curry & Company are about completed and will probably go into active operation during the coming month. This company contemplates still further extensions this coming summer. The Hewson Woollen Mills Company has completed a large four-storey brick structure as an addition to its already large factory, and is now producing a complete line of woollen underwear. Outside of the factories, there has been no marked activity in any particular trade, but as soon as spring opens there will be a demand for carpenters, builders, stone masons and bricklayers.

There has been no general increase in rates of wages, but many individuals have had their wages advanced. Skilled mechanics are receiving much more to-day than a decade ago. No strikes or lockouts have occurred.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were engaged in getting wood out and other routine work incidental to the time of the year.

Fishing.—Smelt fishing has been active till the close of the season; large numbers being shipped to Quebec, Ontario and the United States.

Lumbering.—All lumbermen were busy, and large gangs of men are in the woods. The outlook is for a large cut.

Manufacturing.—Every manufacturing concern in Amherst and vicinity was very busy, with plenty of orders ahead, and prospects excellent for the coming season. The Amherst Boot and Shoe Company held its annual meeting a few days ago and declared a dividend of 7 per cent. This company will greatly increase its plant in order to be able to meet its increasing trade in Western Canada. Another large woodworking factory will probably be built in Amherst shortly. Rhodes-Curry & Company held its annual meeting this month and reported a large business.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons had a quiet month, owing to the cold weather. Carpenters, lathers and plasterers found work plentiful, being mainly employed in completing work on buildings unfinished last season. Plumbers were very busy.

Metal, engineering and shipbuilding.—Iron moulders and workers, machinists and engineers had plenty of work at

good wages. In the foundries and factories busy conditions prevailed.

Woodworking and furnishing.—Car builders, and the firm of Rhodes-Curry & Company have large contracts on hand.

Printing.—Printers reported work plentiful and wages good.

Clothing.—These trades had a fair month's employment. The spring rush is beginning, and men were in demand in some instances. Boot and shoe workers were busy, with orders ahead, and wages good.

Unskilled.—This class was in demand at high wages.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during February was practically the same as during January, with the supply of labour exceeding the demand. Outdoor building operations were almost at a standstill, but work was kept up at the interior of a number of buildings, including the new railway station. Wholesale and retail merchants report trade conditions normal. Communications between the island and the mainland, often interrupted this month, was kept up with almost unbroken regularity, thus enabling exports and imports to be handled without delay.

MARKET.

Agriculture:—The travelling was good during the month enabling the usual outdoor occupations, such as mudhauling, etc., to be carried on. Conditions were normal.

Fishing.—The cold weather enabled the smelt and set fishing to be prosecuted successfully. Lobster fishermen were busy building traps and making the usual preparations for the opening of the season.

Lumbering.—February was a good month for lumbering as there was no great depth of snow in the woods.

Manufacturing.—The few factories were conducted under normal conditions, supply and demand being well balanced.

Railroad employment.—Trains ran regularly, there being but a few hours delay caused by snow.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, lathers and plasterers found employment dull. Carpenters and joiners, paperhangers, painters and decorators were active, also plumbers, gas and steamfitters.

Metal, engineering and shipbuilding.—Iron moulders, machinists, engineers, steam engineers and linemen were active.

Woodworking and furnishing.—Woodworkers and car builders were active.

Printing.—Printers and bookbinders were active.

Clothing.—Active conditions prevailed with journeymen tailors, garment workers and boot and shoe workers.

Food and tobacco preparation.—Bakers, confectioners, butchers, and tobacco workers were active.

Leather.—Tanners had a quiet month, and saddlers an active one.

Miscellaneous.—Barbers and clerks had an active month, and hotel emlpoyees a dull one.

Transport.—Railroad trainmen, railroad telegraphers, switchmen, trackmen, freight-handlers and longshoremen found work active, the two latter at the winter port, Georgetown. Conditions of employment with teamsters and expressmen were dull.

Unskilled.—The supply exceeded the demand.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been but little change in the labour market from last month, and

February compared favourably with the corresponding month of last year. All trades were fairly well employed excepting those affected by weather conditions. Little outside building was done. The factories and shops however, have been working steadily with their usual staffs of employees. Wholesale and retail trade has been somewhat quiet. The Maritime Engineering Company had its foundry and machine shop badly damaged by fire on February 11, and several employees were thrown out of employment for a time.

Three motors are being constructed for the steam motor cars which are shortly to be placed in operation on the Intercolonial Railway. Work at the Intercolonial shops has been resumed. A temporary shop for carpenters has been erected, and the erection of another started. A few men have been steadily employed all winter constructing cement forms, etc., and during the last few days about twenty-five additional carpenters were taken on, besides a number of labourers, so that at present there are about sixty-five workmen employed. It is expected that between six or seven hundred men will be employed when the work of construction is commenced in the spring. Plans are also out for the erection of a Presbyterian manse, and other buildings. The Board of School Trustees, at a recent meeting, decided that the present school accommodation was insufficient and will ask the Legislature for powers to borrow a sum not exceeding $40,000.00 for additional school buildings. The Board also purchased a large number of mounted animals and birds, to form the nucleus of a Natural History Museum. The newly elected City Council appointed a Police Marshal at a salary of $60.00 per month; one policeman at $50.00 and three others at $45.00 per month. They also voted $500.00 as a subsidy to the Shepody Navigation Company. There were no changes in rates of wages or hours of labour, and no signs of unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Quietness prevailed. Care of stock, the hauling of wood and the movement of hay was about all that the farmers found to do. Hay, loose, sold at $14.00 per ton. The Maritime Stock Breeders' Association had its annual auction sale at Amherst on the 14 and 16 instants. The average price obtained was $77.00.

Fishing.—The season for smelts ended on February 15. Catches were good and the season was a profitable one for the fishermen.

Lumbering.—Considerable lumbering by local firms was being done in neighbouring localities, and weather and roads were favourable.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades had a quiet month but prospects are for an active spring season. Plans have been prepared for considerable work, and with the advent of warmer weather unusual activity in these lines will certainly begin. Carpenters, joiners and painters had fair employment at inside work.

Metal, engineering and shipbuilding.—Iron moulders, iron workers, machinists and engineers have been fairly busy, and consider it a good month for the season of the year.

Woodworking.—These lines reported fairly steady work.

Printing.—These trades were active throughout the month.

Clothing.—Quiet conditions prevailed.

Food and tobacco preparation.—Bakers were active, butchers quiet and ice-handlers busy.

Leather.—Condition were somewhat quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery, hotel, restaurant and laundry workers found steady employment.

Transport.—Railroad employees engaged in the moving of freight and passenger traffic were active. Maintenance-of-way men were quiet, but shop and repair men had steady work. Carters and draymen were fairly well employed, and expressmen were busy.

Unskilled.—There has been but little demand for this class, but the lull is only temporary, and there will be a heavy demand at good wages as soon as the weather moderates.

DISTRICT NOTES.

Sackville.—Contracts for the construction of a railway depot for $14,000.00 have been let. The Cove Hydro-Electric Company proposes to develop power from the Tantramar River, to be used in the operation of light and other industrial plants. Concrete dams will be built and turbines placed to generate 75,000 horse-power. Work will commence, it is expected, in the spring.

Dorchester.—The Crown Woodworking Company started operations.

Hillsboro.—A company with a capital of $30,000.00, known as the Hillsboro Hardwood Flooring Company, has been formed.

Sussex.—It has been decided to increase the capital stock of the Sussex Manufacturing Company from $80,000.00 to $200,000.00. The past year has been a very successful one for this company and the outlook is favourable. A large quantity of machinery is being installed, and the Company will have one of the most extensive and modern plants in the province.

CHATHAM, N.B., AND DISTRICT.

Mr. Theo. DesBrisay, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour during February was quiet, though any extra men offering got employment at the pulp mills or barking mill. Wholesale and retail business was reported good. During January, February and March the storekeepers have decided to close their places of business every evening except Friday and Saturday at 6 o'clock p.m. There were no changes in rates of wages or hours of labour, and no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy hauling firewood to market.

Fishing.—This industry was fair in down river districts.

Lumbering.—Work in the woods continued, but men were returning.

Other industries.—Ice is being harvested for the use of fishermen and others. Two of the spool wood mills are in operation, one at Burnt Church, owned by J. W. & J. Anderson, and one at Lower Newcastle, owned by J. Russell.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were quiet except in a few instances.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, coremakers, machinists and engineers were active, with other trades more or less quiet.

Woodworking and furnishing.—Wood workers and shingle weavers were active; conditions otherwise were quiet.

Printing.—Printers and pressmen were busy.

Clothing.—Condition were active.

Food and tobacco preparation.—Active conditions prevailed.

Leather.—Trunk and bag makers were busy.

Miscellaneous.—Conditions were active, and in some instances busy conditions prevailed.

Transport.—Busy conditions prevailed in all lines.

Unskilled.—Conditions were quiet.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows: —

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active during February, except for bricklayers and masons, the extreme cold and stormy weather interfering with outdoor employment. An important extension to the Wilson stove foundry is contemplated during the coming summer, the building to be of wood 100 by 40 feet. The new car shed at St. John West, for the St. John Street Railway Company is nearing completion. The dimensions of the new shed are 220 by 103 feet, and

seven tracks will be laid, each of which will accommodate six or more cars. The Bank of New Brunswick intends opening a branch on Charlotte St. about May 1, making five offices in the city and vicinity. The Monarch Bank intends opening a branch in St. John in the near future.

Up to February 23 there has been filed at the Customs House cargoes for 64 steamships. These vessels carried away Canadian products valued at $7,426,485, and foreign products valued at $3,549,-350.00, making a total valuation of $10,975,835.00. The valuation is about $2,000,000.00 under what was shipped to the same date last year in 63 steamships. The shipment of wheat was 1,351,517 bushels; oats, 790,395 bushels; barley, 538,968; cheese, 73,329 boxes. The cattle shipments were 17,981 head. The arrivals to February 23, numbered 71 steamers of 280,520 tons, against 61 steamers of 203,449 tons last year.

Bank clearings for the four weeks ending February 21, were $4,522,989, and for the corresponding period last year, $4,163,745.00, being $359,244.00 greater in 1907 than in 1906, and $796,711 less than during the four weeks ending January 21 of the current year.

A sub-committee of the city council appointed to consider the petition of the police force for an increase of pay, recommended the pay of sergeants and patrolmen to be increased twenty-five cents a day, and the deputy chief fifty cents, an increase of $3,741.25 a year.

The Provincial Government held a session February 14, at which the question of increasing the salaries of school teachers was taken up. In 1906 the amount paid by the Government in grants towards salaries of teachers was $162,615.39. It is now proposed to increase the amount by about $20,000.00, which would be about a twenty per cent increase.

The Carpenters and Joiners' Union has given notice to the contractors that on and after the 1st of April wages will be increased to $2.50 per day of nine hours. The present rate is $2.00.

On January 29 the labourers employed by the Canadian White Company at the New Royal Bank Building went on strike. It appears that a coloured man was discharged as being incompetent, and another man was ordered to take the coloured man's hod, which he refused to do, and was also discharged. The rest of the men then quit work. The bricks are now hoisted by steam.

On February 12, a convention of delegates from towns and municipalities throughout New Brunswick was held in St. John, and the organization of a municipal union completed. A constitution modelled after that of the British Columbia and Nova Scotia unions was adopted. The name is the Union of New Brunswick Municipalities. Its object is the general improvement of every branch of municipal government and administration and the facilitating of the co-operation of New Brunswick Municipalities in all question pertaining to municipal government and administration.

The 31st annual meeting of the New Brunswick Farmers and Dairymen's Association opened at Fredericton on February 12. A paper on poultry production prepared by George Baxter, Andover, was read by Prof. Klinck, of Macdonald College. Prof. Cuming of Truro, delivered an address on sheep raising in the Maritime provinces. There was a lengthy discussion on the killing of sheep by dogs, and a general demand for a more stringent law. A resolution was passed recommending the government to so amend the dog law that it could be brought in force by any municipality on petition of fifteen ratepayers. Prof. Klinck delivered an address on the improvement of crops and seed selection.

A meeting of the New Brunswick Fruit Growers' Association opened at Fredericton on February 14. The President in his annual address advised the farmers to ship fruit to England, and spoke of the excellent shipping facilities to the British market from St. John. It was decided to hold a summer meeting at a place to be fixed by the executive for practical illustration of fruit growing.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The total lumber cut on the St. Croix during the present season

will be large. The St. Croix Paper Co. will cut 16,000,000 feet on both branches of the river. H. F. Eaton & Sons will cut 12,000,000, mostly on the west branch. James Murchie's Sons' Company will cut 8,000,000 largely on the river and Spedenic Lake, and the Granville Chase Co., of Baring, Maine, will cut about 2,000,000 on Clifford and Tomah streams. The Eastern Pulpwood Co., is confining its operations to poplar wood. The Chief Justice has granted the application for an order winding up the Fredericton Boom Co.

CONDITIONS OF PARTICULAR TRADES.

Building.—Bricklayers and masons, stone cutters' and builders' labourers were dull. Carpenters and joiners were active, as were also plumbers. Painters and decorators were quiet.

Metal, engineering and shipbuilding.—Iron moulders were busy, and iron workers and helpers were active. Machinists and engineers, steam engineers, electrical workers and linemen, and boiler makers were active. Sheet metal workers were very active.

Woodworking and furnishing.—Wood workers were active and shingle weavers were dull.

Printing.—Printers, pressmen and book binders were active.

Clothing.—Journeymen tailors were active.

Food and tobacco preparation.—Bakers and confectioners were active, cigar makers were fairly active.

Miscellaneous. — Broom and brush makers were active.

Transport.—Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen and freight-handlers reported business very active. Ship labourers and Street Railway employees were active. Teamsters and expressmen were very busy.

Unskilled.—This class was active. The recent heavy snow storms created a demand.

DISTRICT NOTES.

Fredericton.—The J. L. Risteen Co., Ltd., gave notice to their employees that on February 4 they would return to the system of ten hours per day. The men, eight skilled mechanics and two helpers, refused to go to work when the whistle blew, and still remain out, the factory being closed.

Grand Falls.—The Grand Falls Power Co., will start this spring on the first development, which will be about 10,000 horse power, and expects to expend $1,500,000.00.

Milltown.—Thirty Scotch girls arrived here on January 29, to work as weavers at the cotton mills.

Musquash.—A new mill has been erected by the Inglewood Pulp and Paper Co. It is now ready for the machinery, and will be put in operation next spring.

Sussex.—At the annual meeting of the Sussex Manufacturing Co., a dividend of 7 per cent was declared on the paid up capital.

QUEBEC, QUE., AND DISTRICT.

Messrs. Edward Little and P. J. Jobin, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was more actively employed during February than in the preceding month. The weather was cold and stormy, but work was recommenced upon the cliff at the base of the Citadel, and on repairs by the Harbour Commissioners. The harvesting of the ice crop and snow removal made the month active for unskilled labour. The fitting out of boats for the coming season also contributed to the general activity, the iron working trades being especially affected.

An immigration officer with headquarters at Quebec was appointed during February, the object of the appointment being to direct a portion of the influx of immigrants to the older provinces. The settlement of the district to be opened up by the Transcontinental Railway line in Quebec will absorb a large number.

In connection with the house-renting season, a general advance in rentals has gone into effect.

The ice breaker, "Montcalm" was very busy throughout the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Prices for produce range high, butter being from 24 to 30 cents per pound and eggs 30 cents per dozen.

Lumbering.—The camps were very active and the cut is expected to be larger than last year.

Railway construction. — Notwithstanding the severe weather construction on the Transcontinental line was active. An official inspection of the LaTuque branch of the Quebec and Lake St. John Railway was made and good progress reported, there being 300 or 400 labourers at work on rock cutting.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons and stone cutters were dull, but other branches were busy.

Metal, engineering and shipbuilding.—The iron trades, machinists and engineers were active. Electrical workers and linemen were busy.

Printing.—Printers, pressmen and book binders were very busy.

Clothing.—Tailors and boot and shoe workers were active.

Food and tobacco.—Bakers were quiet, but ice cutters were busy and cigar makers active.

Leather.—Activity prevailed.

Transport.—Railway employees were busy.

Unskilled.—The month was active.

SHERBROOKE, QUE., AND DISTRICT.

Mr. Harry Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during February was exceptionally active, considering the severity of the weather. Building operations were at a standstill, but other branches of industry were running full time. In the machine shops work was plentiful, and there has been a good demand for machinists.

The Canadian Rand Drill Company has been merged into the Canadian Rand Company, Limited, with a capital of $500,000.00. Plans have been prepared by the company for a new machine shop, 80 feet by 200 feet in size, and two stories in height. A new store house, 40 by 80 feet in size will also be erected. When these buildings have been completed and in operation employment will be given to about 100 more hands, in addition to the extra hands for the moulding shop which was erected last fall. At present the company is employing some three hundred hands.

A Montreal Company has laid a proposition before the City Council for a twenty-five years' franchise to instal a steam-heating plant in the city for the purpose of supplying private dwellings and business premises with steam heat. A special committee will present a report at the next meeting of the Council.

An act to incorporate the Quebec Eastern Railway Company has been passed by the legislature. The headquarters of the Company will be in Sherbrooke. The line will start from Sherbrooke and will traverse the counties of Sherbrooke, Richmond, Wolfe, Megantic, Lotbiniere and Levis. The Company is also authorized to construct branch lines to Lyster, and Lime Ridge. The railway has to be in operation by the first of June, 1913.

The C.P.R. Co., is advertising for new gravel pits on this division. This is taken to indicate that the Company intends entering upon extensive railway work during the coming summer. The company will build a new station on the east side of Belvidere Street, which will be on the main line. A Montreal Real Estate firm also holds options for the British American Land Co. on a tract of land on which the railway company will erect its new freight yards.

The Bell Telephone Company has installed a common battery mutiple switch board, with a capacity of 1,200 subscribers, but which can be extended to accommodate 2,800. Messrs. Simoneau &

Dion, contractors have resumed work on the addition to the building of the convent of the Holy Family, with a staff of fifty men. There is considerable activity in the machine shops, and at the Carpet and the Modern Bedstead Company's works. The custom receipts for the port of Sherbrooke for the month of January amounted to $22,425.81, an increase over the same month of the previous year of $12,307.55. Wholesale trade has been fairly active, but retail trade has been somewhat quiet.

One of the amendments to the City Charter provides that the minimum of the salary tax levied by the city will be raised from $500.00 to $3,000.00.

The Dominion Government has issued pamphlets dealing with the advantages of the Eastern townships as a section of the Dominion to settle in by those coming from Great Britain. The Eastern Townships Immigration Agent in England reports that he is meeting with good success in securing help. The first contingent from England for the townships will arrive about the last of March.

The Directors of the Great Eastern Exhibition, will spend about $10,000 in new buildings this spring to provide for an increased number of exhibits as they have secured the Dominion grant of $50,000 for the coming year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—All farm work was at a standstill.

Lumbering.—The season so far has been very favourable, and the cut will be considerably in excess of last year.

Manufacturing. — All branches were running full time.

Mining.—In the asbestos centres at Thetford Mines, Black Lake and Central Quebec, work has been continued throughout the winter in many of the pits. The demand for asbestos steadily increases, and as a result the price has gone up over that of last year.

Railroad construction and employment.—Construction work has been suspended, but employment has been given to a large number of hands, keeping the permanent way clear. As soon as the weather breaks up there is every prospect of a good demand for men for construction work.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons and builders' labourers were quiet. Carpenters and joiners were busy, with plumbers very busy. Work on the new general hospital will be resumed as soon as the weather moderates.

Metal and engineering.—Iron moulders machinists and engineers were very busy, and in the Rand Company there are orders ahead which will keep this concern working to full capacity for some time to come. The same conditions prevail in the other shops. Blacksmiths were busy, as were also horseshoers.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers were active, as were also carriage makers and pattern makers.

Printing.—Printers, pressmen and bookbinders were busy.

Clothing.—Journeymen tailors and garment workers were very busy.

Food and tobacco preparation.—Bakers and confectioners were active, as were also butchers, meat cutters and ice cutters. The ice crop harvested this year is the largest in many years.

Leather.—Saddlers and leather workers were active.

Miscellaneous.—Clerks, stenographers, delivery employees, hotel and laundry employees were active.

Transport.—All branches were busy.

Unskilled labour—Was in good demand.

DISTRICT NOTES.

Magog.—The contractors who have charge of the laying of the new line of track from McDermott's Crossing to Magog Station propose starting work on the bridge across Cherry River. A large quantity of lumber has already been hauled for that purpose.

Eustis.—The exploring that has been going on for about six months has resulted in the discovery of a vein 6 or 7 feet wide, yielding considerable quantities of rich ore.

THREE RIVERS, QUE., AND DISTRICT.

Mr. John Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been fairly active during February. The building trades continued quiet, but many new buildings will be erected during the coming spring and summer. Sash and door factories were busy, and everything indicates an active season. The constant cold weather during the last two months has prevented outdoor work, but the ice crop is one of the finest in many years. Wholesale and retail trade was not as active as in January. There were no changes in rates of wages or hours of labour, and relations between employers and employees were friendly.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a very satisfactory month, and most of them have disposed of their surplus stock of poultry, grain, beef, etc., though some held back the sale of potatoes, stock and hay with the expectation of obtaining higher prices. Although the winter has been unprecedently cold the price and supply of fuel has not increased to any extent. This condition is mainly attributable to the ice bridge which formed since the beginning of the month, and which gave an ice track between here and Montreal, and almost to Quebec.

Fishing.—Farmers and others have been very busy between here and Quebec, on the St. Maurice and St. Lawrence Rivers, fishing for tommy cods. Thousands of bushels have been taken and shipped at remunerative prices. There has also been the usual supply of local market fish.

Manufacturing.—Industrial establishments were fairly busy, giving employment to full complements of men.

Mining.—Rather dull conditions prevailed.

Railroad construction.—Work on the St. Maurice Valley Railway is proceeding favourably.

CONDITION OF PARTICULAR TRADES.

Building.—Exception among carpenters and joiners, dullness prevailed.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers found conditions dull, but machinists and linemen were fairly busy, and horseshoers somewhat active.

Woodworking and furnishing.—Woodworkers, varnishers and polishers and carriage and wagon makers were fairly busy, and pattern makers busy.

Printing.—Business was fairly active, and on the whole members of the craft were well employed. Bookbinders had a somewhat dull month.

Clothing.—Journeymen tailors and garment workers have had a busy season, but this month employment has been dull. Glove, boot and shoe workers were very busy filling orders for spring trade.

Food and tobacco preparation.—Bakers and confectioners had a busy season, but since the middle of the month conditions have become somewhat dull. Ice-handlers were very busy.

Leather.—Dull conditions prevailed, though the season on the whole has been a fairly active one.

Miscellaneous.—Barbers were fairly busy. Clerks and stenographers were very busy, delivery employees busy, and furriers somewhat dull. Hotel, restaurant and theatre employees were fairly busy with good prospects, and laundry workers were constantly employed during the winter months.

Transport.—Railway trainmen were well employed. Steamboatmen and steamboat firemen were waiting for the opening of navigation. Cab drivers, hackmen, carters and draymen were fairly busy. Carters have been well employed all winter, drawing sand, stone and snow.

Unskilled.—This class had good opportunities for employment.

DISTRICT NOTES.

Lumbering in the district was considerably affected by the cold weather.

The thermometer at several shanties fell as low as 34, 36 and 40 degrees below zero. In some parts the amount of snow affected operations, particularly the drawing of logs to the rivers. The cut this season, will not be equal to last season's.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market were more favourable in February than in the same month in any preceding year. In the building trades alone was there dullness, but prospects were bright. Sash and door factories were very active. The metal trades were exceptionally busy, with a demand for competent workmen. The boot and shoe factories had an exceptionally busy month, night work being necessary. The Ames-Holden Company intends enlarging its establishment in the spring and negotiations were in progress for the purchase by that Company of adjoining real estate. The Duclos & Payen Company, leather manufacturers, had a most active month, working extra hours, putting in additional machinery and adding to its staff of workmen. The Penman Manufacturing Company had an extremely busy month, and new hands were in demand. The Casavant Organ Company had sufficient orders on hand to increase its staff and the St. Hyacinthe Distillery Company, it was stated, intends enlarging its premises as soon as the weather is favourable. The Grand Trunk Railway Company has called for tenders for the double tracking of its line between St. Lambert and Ste. Rosalie Junction, a distance of 33 miles. This will give a great deal of work and prevent future blockades of freight. Trade generally was satisfactory conditions being reported as improved in wholesale groceries and fancy goods. In the retail trade, business was rather quiet, but with a tendency to become more active. Banks reported a good month, with easy collections. Payment of taxes and water rates at the City Hall were brisk. The receipts at the municipal department were $822.65 and the expenses $2,659.29. The water works department receipts were $1,472.46 and the expenses $363.77. There was no noticeable change in rates of wages or hours of labour and cordial relations existed between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agricultural conditions continued active and farm products brought remunerative prices. Work on the farms was limited to the care of live stock and the marketing of hay and other produce.

Manufacturing.—Manufacturers had a very good month, working with full staffs and overtime being necessary in many cases.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers, plasterers, stone cutters' and builders' labourers were dull. Painters were fairly active, and plumbers and gas and steamfitters very active.

Metal, engineering and shipbuilding.—All branches had a very active month.

Woodworking and furnishing.—Woodworkers were generally well employed and the furniture making branches were very active.

Printing and allied.—These craftsmen had a most active month, overtime being necessary in some cases.

Clothing trades.—Journeymen tailors and garment workers were actively engaged.

Food and tobacco preparation.—Bakers, butchers and confectioners were very active. Ice cutters and cigar makers were very busy.

Leather.—The leather trades were most active and there was a good demand for this class of workmen.

Miscellaneous.—These trades were well employed, laundry workers being particularly busy.

Transport.—Railway employees were

exceptionally active, traffic increasing constantly. Notwithstanding the employment of new hands work was plentiful.

Unskilled labour.—This class had a fairly busy month. A scarcity in this class is expected.

DISTRICT NOTES.

Sorel. — About 325 carpenters and joiners in the employ of the Richelieu and Ontario Navigation Company went on strike on January 30 for an increase of 15 per cent in wages and the settling of certain grievances. The wages paid to carpenters were from $1.25 to $1.80 per day, and to ordinary labourers from 90 cents to $1.00 per day. Painters and boiler makers obtained a slight increase in wages. The strikers returned to work on February 1, the Company having consented to grant them an increase in wages.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was similar to that of the preceding month. The severity of the weather prevented to a very large extent the carrying on of outdoor work, and the lack of snow caused a slackness in the demand for unskilled labour.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Industrial establishments were very active. The Sugar refinery was actively engaged. The wall-paper factories were busy preparing for the spring trade, and the number of workmen employed has increased to a considerable extent.

Railway construction and employment.—The Angus shops of the Canadian Pacific Railway Company have been very active during February owing to the building of large numbers of new cars.

CONDITION OF PARTICULAR TRADES.

Building.—Considerable difficulty was experienced in carrying on outdoor work, the severity of the winter making employment for the building trades very dull in all lines, more especially with stone masons and carpenters. Plasterers were fairly well employed, and prospects for next season's work were excellent.

Metal, engineering and shipbuilding.—Machinists found conditions very active, with a demand for competent workmen. Electrical workers were busy, and linemen in demand, owing to the opening of new railways. Metal polishers and brass workers were active. Blacksmiths, sheet metal workers and jewellers, and watch case makers were active.

Woodworking and furnishing.—These trades were not so active as in January, excepting carriage and wagon makers who were busy preparing for the spring trade. Pattern makers and car builders were active.

Printing.—These trades were very active. The photo engravers and lithographers were exceptionally busy

Clothing.—Conditions in these trades were the same as in January, except that the boot and shoe workers were very busy.

Food and tobacco preparation.—Activity prevailed in these trades. Ice-handlers were very active harvesting the ice crop for next season. Cigar makers were busy.

Leather.—These trades have been more active this month.

Miscellaneous.—Barbers, clerks and delivery employees were active, with other trades busy.

Transport.—Active conditions prevailed with street railway employees, cab drivers, carters, teamsters and expressmen.

Unskilled.—The demand was not active.

MONTREAL, QUE., AND DISTRICT.

Mr. Gustave Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The bricklayers' union has purchased a property for $17,000 and will instal a

labour temple therein. The building will be divided so as to give five meeting rooms for labour unions and will be occupied by more than 40 different unions. The building will be ready for occupation by May 1.

Carpenters and joiners were very busy during February, notwithstanding the cold weather which prevailed. Plasterers, painters and electrical workers reported activity.

The Stonecutters' Union of Montreal, has issued a circular to the contractors interested, requesting a new scale of wages and hours to take effect on May 1, 1907, for a period of twelve months, eight hours to form a day's work, and wages to be forty cents per hour for all kinds of stone cutting (limestone and sandstone), and to be paid every week.

The number and value of building permits for the month of January show a decrease compared with January, 1906, as follows:—

	Number of Permits.	Value.
1906.....	26	$65,95.00
1907.....	20	50,450.00
Decrease, 1907	6	$15,525.00

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The sale of vegetables was less than in January.

Manufacturing.—Sash and door factories were very active and other factories busy.

CONDITION OF PARTICULAR TRADES.

Building.—Lathers, plasterers, painters, plumbers, gas and steam-fitters were active. The other branches were busy.

Metal, engineering and shipbuilding.—Electrical workers, linemen, metal polishers, horseshoers and jewellers were active. Other iron workers were busy.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers, polishers, wood carvers, car builders and pattern makers were active. Carriage makers and gilders were busy.

Printing.—Activity prevailed.

Clothing.—Boot and shoe workers were very busy. Journeymen tailors were busy.

Food and tobacco preparation.—Bakers, butchers, ice cutters and confectioners were active. Cigar makers were busy.

Leather.—Active conditions were reported.

Miscellaneous.—Barbers, hotel, restaurant and laundry employees were active; delivery employees and furriers were busy.

Transport.—Street railway employees were very active. Cab drivers, hackmen and draymen were busy.

Unskilled.—Fair conditions prevailed.

HULL, QUE., AND DISTRICT.

Mr. R. Laferriere, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The protracted cold forced a suspension of work in the mines of the Gatineau district, in the lumber camps of the Upper Ottawa and branches, and at the Chaudiere mills, and the usual squads had to be cut down. On the whole, however, there was a good supply of work in the various trades. Stone cutters, quarrymen, shipbuilders, caulkers and common labourers found ready employment. Wages were satisfactory, the average pay for common labour being $1.35. Quarrymen, whose numbers have more than doubled of late, get $1.75 per day. Extensive levelling in the district that was burnt down last August, is being carried on by the land owners who in this way enhance the value of their lots and get a plentiful supply of good building stone. Teamsters get work at $2.75 with their horses, and without horses at $8.00 and $9.00 per week. Shipbuilders and caulkers are paid $2.00 and $2.25 per day. Rents have risen about 25 per cent. A notable change has been made in the collection of water rates. Heretofore, the rates were payable by the tenants, but of late the charges have been placed upon the proprietors. This explains the increase in rents. A new

factory is being erected by the Woods Company, Ltd., of Ottawa, to cost $100,000.00. The work is to be completed by June next. The factory will employ about 100 hands and will manufacture shanty men's supplies, tents, awnings, etc. The City Council has granted the usual 15 years exemption of taxes and a fixed assessment on the land. Collectors stated that money seems to be plentiful. There has been two trade failures during the month, but both were of small importance.

The annual meeting of the Hull Cement Company was held on February 14 at Ottawa and a most satisfactory report of the operations of the year was placed before the shareholders. A special committee was appointed to advise as to the best means of increasing by perhaps 50 per cent the capacity of the mills.

A syndicate capitalized at $1,000,000 was formed to operate copper and gold mines on a six square mile tract of land on the Quebec side of Lake Temiscaming.

The work of laying 450 feet of 30-inch pipe under the rock bed of the Ottawa River above the Chaudiere Falls for supplying Hull with pure water is progressing by day and by night. Divers are working under 12 feet of water loading the submarine dynamite mines for excavating purposes. About 40 men are employed in two shifts. They are paid not less than $1.35 per day.

Building operations were more active than in February, 1905, on account of preparatory work on the construction of a factory and extensions to schoolhouse.

A factory for curved wood, such as hockey sticks, shafts for vehicles, etc., will soon be operating. The promotors will employ, it is stated, about 30 men.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during February was very favourable to labour. There was a demand for men for the shanties. Usually the hiring of this class does not extend so far into the season, but this year activity in mining and railway construction prevented lumber men from securing hands at the regular time. Mining operations at Cobalt have attracted many Ottawa labourers. Employers of factory girls experienced difficulty in obtaining sufficient help. The two chief industries requiring this class of labour are mica manufacture and the making of women's garments. The latter especially has grown extensively during the past year or two, making a very strong demand for sewing machine operatives. Some of the local establishments engaged in garment manufacture find that any growth in business would be seriously hampered by the scarcity of help. The prospects are that the coming summer will be busy in civic labour circles. Among the most important improvements proposed are a viaduct on Wellington St., and a subway on Lyon St.

An amicable settlement was reached early in the month between the Universal Skirt Manufacturing Co., and 15 men employees who quit work on January 24. The men objected to a new foreman brought from Montreal. The proprietor of the factory, as soon as trouble began proposed arbitration, selecting a labour leader as his representative. The foreman, however, resigned, and the arbitration board was not completed. As soon as a new foreman was engaged the men returned to work after being out about a fortnight. They signed an agreement not to strike again without submitting their grievance to arbitration. During the strike some twenty-five girls were thrown idle.

The Children's Aid Society dropped a prosecution against a local mica dealer on a charge of employing a child under fourteen years on the understanding that all others engaged in contravention of the Factory Act would be discharged. The society proposes to rigidly enforce the law.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The excessive cold weather during February affected dairy

herds unfavourably, and farmers engaged in milk traffic had some trouble in keeping up the supply for city customers. The roads were bad for marketing produce. Remarkably high prices ruled for meat and grain. Operations on the farm were quiet.

Lumbering.—The number of trees felled in the woods according to the reports from most shanties was smaller than last year, but this will not even remotely affect sawing operations next summer. With a satisfactory drive, and good water power in the season of 1907, Ottawa Valley lumber men predict a larger production of manufactured lumber than last year. The Ottawa Valley lumber cut this year promises to be a little less than 500,000,000 feet.

Manufacturing.—The making of pulp and paper at the Chaudiere was interfered with by low water. The carbide works were affected similarly. The river is the lowest in years. The Ottawa Car Company is doing a very active trade in the manufacture of street cars for various railways in Canada. This company is also very busy carriage building. Mr. J. R. Booth's new paper mill, which has been under preparation for several months was completed and three machines are now running to full capacity.

CONDITION OF PARTICULAR TRADES.

Building.—The month has been dull owing to the unfavourable weather. All the trades expect a busy summer. The proposed new central station and hotel promises to make the market for builders buoyant. The bricklayers and stone masons have notified the building contractors that they will demand an increase to 50c. an hour after May 1. The price now paid is 45c. an hour.

Woodworking and furnishing.—A large number of orders for cars and carriages created an active demand for labour.

Clothing.—The outside market, for Ottawa made goods, became active with the purchasing of goods for the coming spring business. This stimulated the demand for workers in the clothing factories.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was increased activity in the labour market during February, the month comparing favourably with the corresponding period of last year. Merchants reported the month rather dull, but manufacturers and other were busy.

The annual meeting of the shareholders and directors of the Kingston and Pembroke Railway Company was held on February 13, and a report considered most satisfactory in every respect was presented. The Company did considerable work in the way of improvements during the year,and intends to do an increased amount in 1907.

During February, a local foundry shipped to Huntsville a steel frame, for a steamer, 115 feet long. The same company is also laying a 500 foot addition to the Rockwood Asylum suction pipe. The new pipe is made of steel, and the contract for its laying, which was let last November, is about completed.

The hay buyers of this district are finishing a very successful season. The surplus hay will soon be shipped from Wolfe Island. Simcoe Island has already forwarded a large consignment. The exact number of tons is not known, but certain islanders sold their crops for about $2,000. The adjacent islands are said to be excellent hay growing districts. Much of the hay grown has been shipped to Liverpool.

A report of the United States Consul shows that for the six months ending December 31, 1906, declared exports from the Kingston district amounted to $363,139, a considerable increase over the same period last year. The leading articles of export were hides and skins, valued at $103,193; felspar, $50,290, and mica, $48,252. Agencies and salesrooms for sewing machines, carriages, hardware, hats, cotton fabrics, typewriters and many other articles have been

established, generally with profitable results with all showing a steady gain in sales. English and Canadian woollens, cigars, tobacco and pipes have a greater sale than similar products of the United States.

The cheese producers of the district received $656,922 for their product in 1906. The total ouput was 70,000 cheese, and the highest price reached was 13½ cents per pound.

It is thought as a result of soundings in the harbour made during the month it may be possible to get a twenty-foot channel without dredging. The harbour is now a busy scene, with men making repairs and alterations on boats for the opening of navigation. The grain transportation fleet is nearly fitted up; in some cases the boats have been recaulked, repaired and painted, and in other cases, new machinery has been placed in position. The passenger steamers are not so far advanced, as they are not called upon to go into commission until the middle of May. About 400 men are being employed on the different boats at present, and owners and engineers are arriving every day. The summer of 1907 promises to be a busy one on the St. Lawrence. Advices from Montreal state that already arrangements are being made by large parties for accommodation as far ahead as August next. Several speedy motor-boats are being built. During the month British Columbia and Peterborough, Ont., shipbuilders sent to Kingston for ship builders, offering $3.00 and $4.00 per day, as ship carpenters are scarce everywhere.

It is reported that a company, with a capital of $100,000, will begin operations here shortly for the purpose of carrying on additional shipbuilding operations. An effort is being made to lease a part of the dry-dock property for this purpose, as there is said to be abundance of work available.

Large quantities of saw logs and cordwood have been coming in this winter over the Kingston and Pembroke Railway. It is said that the output will far exceed that of last year.

During the month, 53 members of the Provincial Legislature paid a visit to the School of Mines connected with Queen's University.

A meeting of citizens was addressed by the chairman of the Hydro-Electric Power Commission. It was pointed out that electric power could be supplied from the Trent River to Kingston for $21.43 per horse-power.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy hauling wood, drawing hay and making preparations for spring work. Already the two recently appointed immigration agents are receiving inquiries as to the amount of help available. The local branch of the Women's National Council is also securing domestic servants, while the Salvation Army has opened a branch office and is making ready to supply any demand that may be made for help.

Fishing.—Dullness prevailed.

Lumbering.—Active conditions prevailed.

Manufacturing.—Industrial establishments were very active.

Mining.—Activity was reported.

Railroad construction and employment.—Considerable activity prevailed in both construction and employment.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades are becoming active in many lines.

Metal, engineering and shipbuilding.—Active conditions prevailed.

Woodworking and furnishing.—Activity prevailed.

Printing.—Printers were busy.

Clothing.—Employment was somewhat quiet.

Food and tobacco preparation.—Bakers, butchers, etc., found employment rather quiet. Ice-handlers were very actively employed harvesting the ice crop, which was of excellent quality.

Miscellaneous.—Barbers, clerks and laundry workers were quiet, and broom makers, furriers, etc., active.

Transport.—The various lines were busy.

Unskilled.—Conditions of employment were quiet.

ORGANIZATION.

The Independent Workingmen's League of Kingston, Ontario, was formed during the month. Its aims are, to better the conditions of all classes of workingmen, intellectually, financially, socially, and otherwise, by every legitimate and honourable means, but more especially by an intelligent and independant exercise of the franchise in elections.

DISTRICT NOTES.

Jones Falls.—The Perfect Brick and Tile Company with a capital of $50,000 was organized during the month to manufacture brick, tile, etc., from clay found in the district between Kingston Mills and Jones Falls. All the stock has been taken by Ottawa and Kingston capitalists.

Carleton Place.—The ratepayers have voted $10,000 to establish a knitting mill and factory for the manufacture of papier-maché felt. The by-law carried by 528 to 12.

Hasting.—The town installed a new 200 horse-power electrical generator of the latest design. Hastings has now one of the most complete power plants in use.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, Correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The month of February was very favourable for nearly all branches of labour, being in advance of the corresponding month last year. The weather was unfavourable for outside work for a considerable portion of the month, but there were few men idle. The starting of a double shift in the rolling mills and the adding to the mills of the steel horse-shoe plant gave employment to a large number of extra skilled and unskilled workmen. The Belleville Portland Cement Company is putting in new machinery and making additions so that it can double the capacity, and many men from the city and district were given employment at these works. These works were running night and day, and owing to the light snow it was possible to reach the rock and clay. Men from the city who are employed at these works are driven to and from the works. The Belleville lock factory was running with a full staff, and although the firm employs no travellers, it has orders ahead. All foundries, machine shops and woodworking establishments had an active month, while many skilled men were engaged on the House of Refuge. A new Merchants' Bank building and other business places are being erected, and many alterations made on existing buildings. Corporation labour had little to do. All new arrivals who came here last summer found work, and no cases of destitution have been reported. A large number of men were engaged cutting ice and harvesting the supply in the different warehouses throughout the city, at good wages. The cut is a splendid one. During the month the Farmers' Bank secured premises. This makes seven banks located here. Merchants reported a fairly active month, but not up to the standard owing to the poor sleighing. There were no changes in rates of wages or hours of labour, nor was there any unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—It is feared that many young trees have been ruined by the absence of snow.

Fishing.—Large quantities of rough fish were caught in the Bay of Quinte.

Lumbering.—The lumbering industry was active in northern parts of the country, but is gradually diminishing.

Manufacturing.—Industrial establishlishments were active in all branches, especially among the iron industries.

Mining.—Mining operations were fairly active.

Railroad Construction and Employment. — Railroad construction was dull, although the Ontario Central Railway Company is engaged in extending its road northward.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters, joiners, lathers and plasterers had an active month, many

being employed on the erection of the new House of Refuge, new Merchants' Bank and the construction of other new buildings. Painters and paperhangers had a dull month. Plumbers, steam and gas-fitters had a very active month. Many stone cutters were employed at Crookston quarries. Dull conditions prevailed among builders' labourers.

Metal, engineering and shipbuilding.—Iron moulders, helpers and rolling mill employees had a busy month, all shops working full time. Workmen are being constantly added to the rolling mill staff. Machinists had an active month, as had electrical workers. Blacksmiths and boilermakers reported a busy month. Several shipwrights were employed making repairs to a number of schooners, that are wintering here, and many more were employed on the government dredge "Sir Richard." Horseshoers reported an active month, as the lack of snow necessitated horses being kept sharp shod.

Woodworking and furnishing.—Woodworkers employed in planting mills and furniture factories reported an active month, with full staffs working. Varnishers and polishers were busy, and carriage and wagon makers and coopers had an active month. Shingle weavers had a quiet month.

Printing.—Printers, pressmen and book binders were all employed.

Clothing.—Journeymen tailors , boot and shoe makers were active, with all regular hands working.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters had an active month, and large numbers of men were employed cutting ice. Cigar makers experienced a dullness in trade, about half the regular hands working.

Leather.—Harness makers and saddlers reported active conditions, all members working.

Miscellaneous.—Barbers had an active month, but conditions of employment with clerks was somewhat dull. Furriers had a very active month. Hotel, restaurant and laundry workers were busy, and theatre employees had a fairly active month.

Transport.—All railway employees were active, more so than during the corresponding month last year. Freight-handlers were very busy, and cabdrivers and hackmen were active. Carters, draymen and expressmen were busy, and teamsters were well employed drawing in the ice crop.

Unskilled.—This class was fairly active, many men being employed cutting ice, while many more were employed clearing away the debris of the Hotel Quinte, which was destroyed by fire.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of February was very active, though usually a quiet month for labour. A great deal of repair work and alterations were under way. New quarters for the Dominion Bank, the Royal Bank and the Bank of Commerce, were employing a number of workmen. The cutting and storing of ice gave employment to 27 and 10 teams. The outlook for the coming season is very bright. The George Mathews Company is enlarging its present buildings, more room being needed. The King Edward public school is being pushed to completion. The new armories and normal school have been contracted for and will be constructed during the coming summer. The new Collegiate Institute building will be under way as soon as the season opens up. The Coates Company will commence the erection of its factory and houses as soon as conditions permit; 200 workmen will be employed on the start, and at least 500 in five years. Buildings for factories, some 1,100 feet long, and a large number of dwelling houses for employees, will be erected. All classes of mechanics, labourers and builders will be employed on these works early in the season.

The building trades were well employed, but a number of industries were handicapped by a shortage of cars.

The Quaker Oats Company has been running 24 hours per day, but had to shut down night operations on account of not being able to get sufficient cars to import grain from its mills.

Shipments were heavy for the winter season. Banking, wholesale and retail trade were active.

The bricklayers have decided to ask that after June 1 the minimum rate per hour be 40 cents, an increase of 5 cents over last year's rate. A number of bricklayers were getting the 40 cent rate last season. The carpenters and builders' labourers will also ask for an increase in wages.

Lumber and building materials of all kinds have advanced in price, and the cost of building will be materially increased over that of last year.

The House of Refuge is now completed; the farm is being stocked and will be in full running order for spring.

A carpet cleaning industry has been established, and will be in full operation by March 1.

The Customs receipts for January, 1907, were $36,357.75, being $11,217.03 increase over the same month in 1906. Ten years' ago receipts for the whole year were $45,000.

The City Council is taking up the matter of issuing building permits. In the past no part of the city came under these regulations except the fire limits.

The rate of taxation for Peterboro has been fixed at 17½ mills for year 1907.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was confined to looking after stock, getting wood out, hauling produce, etc. The report of the Harwood Creamery shows the following output:—

Total lbs. of butter manufactured	44,792	
" amount of sales		$9,119.86
" cost of manufacture		1,794.87
" paid to patrons		7,324.99

Market prices were about the same as last month.

Lumbering.—Local trade was more or less brisk.

Mining.—There was little activity.

Railroad construction and employment.—Traffic has been very heavy. The last snowstorm has somewhat impeded traffic on some of the lines, and sectionmen were kept busy keeping the lines clear.

Manufacturing.—All establishments were very busy.

The Peterborough Canoe Company was very busy on local and foreign orders.

The Peterborough Lumber Company has purchased 1,500,000 feet, by measure, from the Rathburn Company, and 4,000,000 from the Cavendish Lumber Company. This will be sawn into lumber in the company's mill here.

Mann's planing mill and cheese box factories were very busy. The sawmill was running overtime.

CONDITION OF PARTICULAR TRADES.

Building.—With the exception of plumbers, employees were dull.

Metal, engineering and shipbuilding.—Machinists, engineers, iron moulders, iron workers and helpers, boilermakers, blacksmiths, shipworkers, sheet metal workers, tool sharpeners, horseshoers and jewellers were active, electrical workers, linemen and brassworkers busy, and others somewhat dull.

Woodworking and furnishing.—General conditions were active.

Printing.—Activity prevailed in all branches.

Clothing.—Journeymen tailors and garment workers were active, boot and shoe makers busy, and hat makers dull.

Leather.—On harness work and collar making work was active.

Miscellaneous.—Barbers, and broom makers were active, clerks, stenographers, delivery employees and furriers busy, and hotel, restaurant, theatre, and laundry employés very busy.

Transport.—Railway employés were very busy in all departments. Street railway employés were active, and expressmen busy. In other branches conditions were somewhat dull.

Unskilled.—Conditions were generally dull.

DISTRICT NOTES.

Lindsay.—The municipal corporation is negotiating with a match industry to

locate here. the company desiring the corporation to guarantee bonds for $6,000, to be paid back by yearly instalments, the first instalment to be paid in three years. The Madison Williams Company has shipped machinery for 2 mills in the North-west.

Hastings.—A 200 horse-power electrical generator for light and power purposes is being installed; the Canadian General Electric Company will supply the generator and install the system.

Cobourg.—Three new banks have started business here.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOR MARKET.

There was little change in condition compared with those obtaining during the earlier part of the winter. Skilled labour in most lines was well employed, but a large number of unskilled labourers and those engaged in lighter occupations were out of work. Severe weather interfered with outdoor work in the building trades, which promise, however, to be very active as soon as spring opens. With the exception of the strike of the telephone girls in the employ of the Bell Telephone Company, relations between employers and employees were generally satisfactory.

The annual meeting of the Directors of the Labour Temple was held on February 9. (*)

The report of the manager of the Toronto Industrial Exhibition shows a total revenue of $187,111 and expenditure amounting to $109,019. The city received $28,062 and $9,376 was expended for new buildings. Building permits for the new grand stand and horticultural buildings have been issued, amounting to $309,465.

The annual meeting of the Toronto Railway Company was held on the 6th instant. The report showed gross earnings of $3,109,739; passengers carried, 76,109,932; operating expenses, $1,646,513; bond interest and fixed charges, $227,199; payment to city for percentages, $348,963; pavement charges, $80,965; dividends at six per cent on ordinary stock, $460,241, and surplus $355,854. During the year $518,491 has been spent on capital account.

At a dinner given by the Canadian Manufacturers' Association on February 21, attended by about 125 persons, a scheme for providing homes for workingmen was outlined It involves the formation of a company with $1,000,000 capital, 25 per cent paid. Debentures to the amount of $855,000 would be issued, and with the money 1,000 houses would be built at an approximate cost of $1,200 each. Each manufacturer subscribing $1,000 would be entitled to allot a house to one of his employees. The men buying the houses would pay $100 down, and for the next 12 years would pay $15 per month, which would pay for the house, including interest, taxes, insurance, etc., Several leading manufacturers have agreed to become provisional directors of the proposed company.

The management of the King Edward hotel will erect an eight storey annex on Duke street to cost $75,000. It also proposes to add two additional storeys to the hotel, providing 200 more rooms.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There will be the usual demand for additional farm help for spring work, and immigrants and others will easily find positions. The market for horses was very active, mainly owing to requirements for railroad construction and many shipments have been made to the west.

Manufacturing.—Activity prevailed in most lines, with plenty of orders ahead. The iron trade continued prosperous. The mining developments at Cobalt have resulted in a great demand for mining machinery, and plants were continuously being shipped to that point. The King Radiator Company of Montreal has secured a site on Ashbridge Bay, of about 20 acres, and will build a factory to manufacture radiators and galvanized iron work.

* See opening article of present issue.

The company proposes to spend about $125,000 on plant within six months, and will start operations with upwards of 100 employees.

Railway construction. — The Grand Trunk Railway Company has begun the relaying of its double track between Toronto and Hamilton with 100 pound rails in place of the 80 pound rails now in use.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades had a quiet month, though considerable interior work was carried on. Plumbers and steam-fitters were fairly well employed.

Metal, engineering and ship-building.—Iron moulders, blacksmiths, boilermakers and structural steel workers were busy. Inside sheet metal workers were active, and the others slack. Brassworkers had a fair month, jewellers and silversmiths were well employed.

Woodworking and furnishing.—These trades as a rule had plenty of work.

Printing.—Printers, bookbinders and pressmen were generally well employed, and type-writers had a good month.

Clothing.—Custom tailors found trade quiet, but boot and shoe workers, hat and cap makers had steady work, and garment workers were well employed, excepting those affected by strikes. About 25 operators on wholesale clothing in the employ of Andrew Darling & Company struck on February 7th against a reduction of wages on some lines of work. The strike was not authorised by the Garment Workers Union.

Food and tobacco preparation.—Activity prevailed in most of these lines, though butchers were hardly so busy as last month. The members of the Brewery Workers' Union, whose agreement with the employers expires shortly, are asking for increased wages.

Leather.—Harness makers and saddlers had an active month.

Miscellaneous.—Hotel and restaurant workers, clerks, stenographers, etc., had steady work. Early in the month about 400 female operators in the employ of the Bell Telephone Company went out on strike against an increase of the number of hours work per day, from five to eight.*

* For statement re the settlement of this strike, see special article elsewhere in present issue.

Transport.—Railway and street railway men, teamsters, expressmen, etc., were generally busy. The arrival of Niagara Falls power, however, has caused the displacement of about 30 men lately employed in the engine and boiler rooms of the Toronto Railway. A recent order by the company forbids its officials entering any place licensed to sell liquor, while in uniform.

Unskilled.—An increased number of unskilled labourers were out of work.

DISTRICT NOTES.

Toronto Junction.—Heintzman and Co. piano manufacturers, will enlarge their works by building an extensive addition to the present factory. On February 4th the receipts of cattle at the Union stock yards were 142 car loads, comprising 3,209 cattle, besides sheep, etc., being the largest number ever recieved during one day, either at the city or Junction markets

Weston.—It was stated that the Bullen Brick Company, of Chicago, will establish brick yards and kilns covering 156 acres.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Usually February is one of the dullest months in the year. This year it was busier than January and much busier than February in previous years, and the outlook is excellent.

A contract was let and work commenced on buildings for a large shoe factory. Work on other new factories went steadily on, and others promise to start soon. Commercial and financial conditions were favourable. A number of city officials in Niagara Falls and Welland had their salaries increased. Two business blocks and a number of dwelling houses were in course of erection. Many others are planned for the coming summer. Some small sewer contracts were being carried out, but not many men were employed.

The maximum salaries to which collegiate institute and public school teachers may attain were increased. All female public school teachers will receive $350.00 per annum on engagement with annual increases of $25.00 per year up to $500.00. Other changes made apply to special positions.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Aside from trimming and pruning in vineyards and orchards, no agricultural work was in progress.

Fishing.—A little fishing through the ice was carried on along Lake Erie.

Manufacturing. — Factories were all busy. The foundry and machine shops had plenty of work, and the silverware factories were running to full capacity. The roller bearings works reported business increasing. The neckwear and suspender factories employed full staffs. The furnace factory is likely to be enlarged. The machinery in the new railway equipment and calcium carbyde works was being installed as fast as possible.

Railroad construction and employment. —Freight traffic by rail was heavy. Passenger traffic active. Very little railway construction was in progress.

Other industries.—The Ontario Power Company decided to expend half a million dollars in enlarging its power house, cutting two more draft-tubes, and putting in two more generators, with turbines. This will increase the capacity of the the company's plant by 25,000 horse power. It is proposed to dredge the Welland River from Port Robinson to Chippawa to full ship canal depth

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons were quiet, but considerable work will be carried on in March. Carpenters were fairly active. Lathers, plasterers, painters and stone cutters were quiet. Plumbers, steam and gas fitters were active. Concrete men and builders' labourers found employment dull.

Metal, engineering and shipbuilding.— Iron moulders were in demand, and coremakers and foundry helpers were busy. Machine shop men and electrical workers were active, and linemen busy.

Printing.—Printers and pressmen were busy.

Food and tobacco preparation.—Bakers, and butchers were active. Ice cutters and packers were very busy for a time.

Miscellaneous.—Barbers were active and clerks and stenographers busy. Hotel and restaurant employees were active for the season.

Transport.—Railway traffic with all classes was active, but the absence of snow blockades facilitated rapid handling and no extra men were needed. The regular staffs on all roads were kept busy. Electric railway employees were active. Hackmen were dull, but teamsters were busy.

DISTRICT NOTES.

Port Colborne.—Linemen and icemen were very busy during February.

Shislers Point.—It is stated that 300 or 400 more men will be employed in the quarries in the spring.

Humberstone.—The shoe factory was very busy. More new machinery was installed.

Welland.—The industrial growth of the town continues. Manufacturing concerns, including the new cordage works, were busy. Employment is plentiful and industrial and commercial conditions very satisfactory. The completion of the new factories increases the amount of steady employment. Other new industries are likely to locate here. A new schedule of salaries of school teachers was adopted, providing for annual increases till maximum larger than salaries formerly paid is reached. The maximum salary for the principal of the public school is now $950.00, for the first assistant, $500.00 and other assistants, $450.00.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. James A. Wiley, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during February was much the same as

in January. More activity was experienced in the building trades on inside work. Ice cutting and harvesting gave employment to unskilled labour, a class not otherwise employed at this season of the year. The season has been favourable to this industry with the result that a large quantity of good quality has been secured. Business generally has improved with the advancement of the season. Nurserymen report orders exceeding last season by fifty per cent, and last season exceeded the season of 1905 by about the same percentage. The street pavement work this year will exceed that of 1906 by many thousands of dollars. A permit has been granted and the ground broken for the erection of a new factory to cost $8,000.

A movement of considerable importance to this district is the amalgamation of the Cataract Power Co., and similar companies into the Dominion Power and Transmission Co., incorporated and capitalized at $5,000,000. This will effect all electric railways and many other electric power enterprises in this district.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work in this branch was confined to routine. Nurserymen are preparing for a heavy spring trade.

Manufacturing.—Operations were active.

Railroad construction and employment.—The line from Thorold to Font Hill, and thence to Welland is proceeding satisfactorily. The Hamilton, Grimsby and Beamsville Electric Railway Co., has applied for an extension of time to extend its line to St. Catharines, and thence to Niagara on the Lake, and the City of Niagara Falls.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were quiet excepting those employed on inside work, who were busy, particularly painters, decorators and paper hangers.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, coremakers, machinists and engineers, steam engineers, electrical workers, linemen, metal polishers, buffers, platers and brass workers, blacksmiths, boiler makers, sheet metal workers and horseshoers were active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, carriage and waggon workers were active.

Printing and allied.—All branches were busy.

Clothing.—Journeymen tailors were quiet; boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, meat cutters, cigar makers and tobacco workers were active.

Leather.—Tanners, curriers and leather workers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employés, furriers, hotel, restaurant and theatre employés, and laundry workers were active.

Transport.—All branches were active.

Unskilled.—Unskilled labour was better employed than last month.

DISTRICT NOTES.

Port Dalhousie, Merriton and Thorold.—Conditions similar to last month prevailed. Factories and mills were running full time, employment for all being active, and business improving. At a meeting of the directors of the North American Cobalt Co., it was decided to erect at Thorold, a $250,000 plant for the purpose of smelting the products of the Cobalt mines.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABBOUR MARKET.

Labour was well employed, except in the building trades and among unskilled labourers, who were not busy owing to the cold weather. A large number of salary increases were recommended by various civic committees. Ice cutting gave work to a large number of men.

The cost of the troops that were engaged in Hamilton during the recent strike of the employees of Street Railway Company was $3,067. There were no strikes or lockouts during the month. Application has been made for incorporation by the Zimmerman Knitting Mills Company, which will manufacture Balbriggan or cotton underwear.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Industrial establishments engaged in the manufacture of clothing, shoes, brooms, cigars, tobacco, iron, steel, etc., experienced fair conditions.

Railroad construction and employment. There will be considerable railroad construction in the city and district as soon as weather permits.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, builders' labourers, plasterers, lathers, etc., were only fairly well employed, but carpenters, joiners, and plumbers were active.

Metal; engineering and shipbuilding.—Iron moulders, both machinery and stove plate, had fair employment; the same condition prevailed with coremakers. Electrical workers, sheet metal workers, metal polishers, stove mounters, blacksmiths and boilermakers were active, with horseshoers busy. Linemen had fair employment and machinists were busy.

Woodworking and furnishing.—Woodworkers on furniture, carriage and waggon makers, and coopers were active, with pattern makers busy, and mill hands fairly busy.

Printing.—These trades were very busy, including bookbinders, stereotypers and engravers.

Clothing.—Condition with custom tailors were fair, with garment workers active, and with boot and shoe workers busy.

Food and tobacco preparation.—Butchers, bakers and confectioners found employment active. Ice-handlers were busy

Leather.—Conditions with leather workers were active.

Miscellaneous.—Barbers, clerks and laundry workers had fair employment. Broom makers and delivery employees were active.

Transport.—Steam railway employees were more or less active, including trackmen, freight-handlers, etc. Street Railway employees, teamsters and cabmen were fairly well employed.

Unskilled.—Employment was somewhat slack.

DISTRICT NOTES.

Dundas.—The trades were generally active, with dwelling houses at a premium. The Doolittle & Wilcox Company was very busy at the mountain quarries, and narrow gauge tracks have been laid on a part of the new roadway.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

With the exception of the building trades, labour was well employed during February. The iron trades continued very busy, many of the factories working overtime. There are indications that several large extensions will be made in the spring. The Gould-Shapley & Muir factory was partly destroyed by fire, and the workmen were idle several days until temporary arrangements were effected. The firm is very busy and will rebuild at once. Another sandlime brick plant will be erected in the spring, with a capacity of 30,000 bricks per day. The electrical engineer has announced that Brantford can safely apply for 1,500 horse-power from the Hydro-electric Commission. The cost for 300 days of 10 horse-power would be about $19.50 per horse-power, or 65 cents per horse power per hour.

The annual report of the Children's Aid Society shows a busy year compared with the previous year:—

	1906	1907
Applications	71	104
Complaints (investigated)	22	50
Taken into the home	9	23
Placed in foster homes	7	19
Offered for adoption	8	11
Restored to parents	4	4
Returned to Society	5	1

The Waterous Engine Works Employés' Sick Benefit Association paid out during 1906 in sick and funeral benefits the sum of $1,720. A similar society at the works of the Cockshutt Plough Manufacturing Company paid out $916.00, and the society at the Verity Plough Company's works paid out $1,043. These societies are solely maintained by the employés paying from 20 to 50 cents per month, the amount to be paid being determined by the amount of wages, assessments being regulated by the amount required to maintain the society. The employés when sick draw from $2.00 to $4.00 per week, and a death benefit of $30.00 is paid.

The retail clerks are circulating a petition among the merchants asking that the stores be closed at 6 o'clock p.m. for five days in the week and at 10 o'clock on Saturday nights.

The City Solicitor has informed the City Council that an early closing by-law passed several years ago affecting dry goods stores and furriers cannot be enforced, it not having been sufficiently advertised after being passed by the Council. The by-law, in question, provided for the closing of stores at 6.30 p.m. five days a week, at 10 o'clock p.m. on Saturday, and at 9 o'clock p.m. on days preceding holidays.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—With the exception of marketing produce and attending to stock, farm operations were suspended.

Manufacturing.—Brisk conditions continued to be a feature, a number of the factories working overtime. The iron trade was very busy. The spring bed and refrigerator factory was running overtime.

Railroad construction and employment. —Construction work has been delayed by inclement weather.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons found employment dull. Carpenters and joiners were somewhat active. Lathers and plasterers had a quiet month, and painters and decorators, and paperhangers experienced dull conditions, but painters employed in factories were comparatively busy. Quiet conditions prevailed with gas and steam-fitters.

Metal, engineering and shipbuilding.— Iron moulders and coremakers were busy, machinists and engineers very busy, and electrical workers and linemen quiet. Metal polishers and buffers, blacksmiths, boilermakers, and sheet metal workers were busy. Horseshoers, during a part of the month, were very busy.

Woodworking and furnishing.—Carriage and waggon makers and pattern makers were very busy.

Printing.—Printers and pressmen were very busy.

Clothing.—Journeymen tailors had a fair month.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, particularly the former, were busy. Cigar makers and tobacco workers were also busy.

Leather.—Saddlers and leather workers were active.

Miscellaneous.—Barbers, clerks and delivery employés were busy, also hotel, restaurant and laundry workers.

Railroad construction and employment. —Railroad trackmen were actively employed, and freight-handlers, street railway employés, hackmen, carters and teamsters, and draymen active.

Unskilled.—This class was almost all employed, the cutting and storing of ice giving employment to a number of men.

DISTRICT NOTES.

Paris.—The local volunteer fire brigade has been reduced from 50 to 25 men, and an effort is being made to have the former number restored. A deputation waited on the Town Council several weeks' ago and the matter will be reconsidered.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during February continued unchanged with indoor workers steadily employed. The cold weather delayed some building which was ready to go on in the middle of the month. There were, however, few men idle, most of those ordinarily out of work at this season being at indoor work. Retail trade was quiet.

CONDITION OF PARTICULAR TRADES.

Building.—These trades had little to do except on interior work. Bricklayers expected to do some work on new factories, but the general cold prevented them doing so. Carpenters, painters, plasterers and plumbers had a quiet month, and were mainly employed in indoor work.

Metal, engineering and ship-building.—The iron trades had a busy month in all lines, including moulders, machinists and helpers, and tube mill workers.

Woodworking and furnishing. — These trades had a busy month. Carriage workers, piano and organ workers were busy, and upholsterers active.

Printing. — Printers had an active month, and there was a scarcity of men.

Clothing.—Journeymen tailors had a quiet month. Female garment workers were busy, with a demand for operators.

Food and tobacco preparation.—Bakers and confectioners had a busy month, also cigar makers. The harvesting of the ice crop was about completed, and was a very satisfactory one.

Textile.—Brussel carpet weavers and textile workers had a busy month.

Unskilled.—This class was in poor demand.

BERLIN, ONT., AND DISTRICT.

Mr. Harry Peters, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Labour in the skilled trades was well employed. The season of activity for unskilled labour has not yet opened, as the weather prevented outside work. Labourers, masons, bricklayers, stonecutters etc., were idle. Carpenters were at work on small jobs. The shirt factories continued very active, and more help was in demand. The Ontario Sugar Company's plant has been closed for the season.

The following is the Light Commissioners' January report of revenue and profit: Gas receipts, $2,177.00; expenditure, $1,659.92; gas revenue over operating expenses, $517.08; electric receipts, $3,194,44; expenditure, $1,711,94; electric revenue over operating expenses, $1,482.50; total gas and electric revenue over operating expenses, $1,999.58; monthly proportion of principal and interest on debentures, $1,469.02; net profit over all expenses, $530.56.

The Town Council has granted the Dominion District Heating Co. a thirty years' franchise to use the corporation's streets for the installation of a heating system. Trade was dull, but the shipping of manufactured goods was active. The shoe cutters and lasters at the Berlin Felt Boot Co. recieved an increase in wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work has been somewhat quiet. Considerable hay and wood was brought to market; also cattle and fat hogs for shipment.

Manufacturers. — The Ontario Sugar Co.'s season has been considerably longer than in previous years. Some 52,000 tons of beets were sliced. The total output of sugar was about ten and a half million pounds. The Berlin Felt Boot Co. has more orders on hand than in any previous year at this season, and more help is required.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were dull, with the exception of plumbers and gas and steam-fitters.

Metal and engineering.—Iron moulders, iron workers and helpers, machinists, engineers, electrical workers and linemen were active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers and wood-carvers were active.

Printing.—Those trades were all busy.

Clothing.—Journeymen tailors reported trade improving over last month. Boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers, meat cutters and cigar makers were active.

Leather.—Tanners and curriers, trunk and bag makers were busy.

Miscellaneous.—Barbers were active, but broom makers were dull. Shirt and rubber workers were active.

Transport.—These trades were all active.

Unskilled.—Quietness prevailed.

DISTRICT NOTES.

Elmira.—A number of citizens have formed a stock company with the intention of building a large furniture factory, and running the same with about forty or fifty employés.

Galt.—Voting took place on two by-laws, one to grant a loan of $15,000 to aid a brass manufacturing company. This was carried by a vote of 963 for and 30 against, being 143 over and above the required number. The other by-law, to authorize the issue of $5,000 debentures for the extension of the waterworks system, was carried by a large majority.

WOODSTOCK, ONT., AND DISTRICT.

Mr. R. F. Parkinson, Correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

As in the preceding month, all branches of industry were exceedingly active, the manufacturing establishments of the district being engaged full time and to their full capacity. The outlook for all classes of manufacturing establishments is most encouraging, orders in many cases excases exceeding the possible output. Skilled labour has been steadily employed, the demand being about equal to the supply. As is usually the case during the month of February, there was a certain number of unskilled labourers out of work owing to the cessation of outside operations. Fortunately this class was not large, and the cases requiring assistance from the charity officials were few in number. During the next month practically all unemployed will find a demand for their services with the commencement of outside work in building and on the farms.

The building trades were practically at a standstill, weather conditions being such that outside work was impossible. In the furniture, piano and organ and wagon making trades there was unusual activity. The only complaints from manufacturers had reference to the shortage of freight cars for transportation purposes. Every available car was eagerly sought for, but the number was far too small to accommodate the heavy shipments resulting from the large orders being filled by the manufacturers of the district. Towards the end of the month it was impossible to secure cars for points in Eastern Canada for anything except perishable goods. Local traffic as well as shipments to the Northwest were handled fairly well.

The prospects in building circles for the coming year are bright. Among the public buildings to be erected are a new Y.M.C. A. building, a large new hotel, a new Public Library, and additional buildings in connection with the Ontario Epileptic Hospital. In addition several factory extensions are projected, and many residences will be built.

Wholesale and retail trade were fairly active during the month, and all branches will be very busy during the coming month. Conditions prevailing between employers and employés were most satisfactory. No changes in rates of wages or hours of labour were announced.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were fairly busy preparing for spring operations. The

Woodstock district is the centre of the live stock raising industry, and on most farms steady employment is provided during the winter months in caring for animals for the export trade.

Manufacturing.—Activity prevailed in manufacturing circles, factories working full time, and in many instances being unable to meet the demands for their product.

CONDITION OF PARTICULAR TRADES.

Building.—Weather conditions prevented activity except on inside work. A fair proportion of those engaged in inside work were employed. Plumbers, steam- and gas-fitters were fairly active

Metal, engineering and ship-building.—Activity prevailed in nearly all lines. Machinists, moulders, iron workers and electrical workers had plenty of employment.

Woodworking and furnishing.—Cabinet makers, furniture workers, upholsterers, piano workers and wagon workers had a good month, all branches being well employed.

Printing and allied.—These trades had all the work they could handle.

Clothing.—As the month advanced, custom dealers and garment workers were more active and the prospects are that the month of March will be exceptionally active.

Food and tobacco preparation.—Bakers, confectioners, butchers and cigar makers were busy. Ice cutters were actively engaged on the ice harvest.

Leather.—Harness makers had continuous employment.

Miscellaneous.—Hotel and restaurant employees had plenty of work. Clerks and salesmen were fairly busy.

Transport.—Railway employees and teamsters were very busy.

Unskilled.—A number were out of work as is usual at this season.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during February was somewhat more active than in the preceding month. Indoor workers were active. Messrs Kurtz and McLean propose establishing a factory for the making of machinery. The thread company is asking the city for a guarantee of bonds for $10,000; if the by-law carries, the firm will commence work shortly, starting with 25 hands. The Cline Furniture Company is discussing extensive additions to its factory, which, if carried out, will necessitate an addition to the staff. The Close Brick Company has commenced to lay down brick at the site for the new Normal school, which is to be erected this summer. A number of men and teams are engaged drawing and placing tile on the different streets where sewers are to be laid. Business with merchants has been good. No changes in hours of labour or rates of wages have been reported, nor have there been any disturbances in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had little to do except taking care of stock. The roads are in excellent condition for the marketing of produce, prices of which were the same as last month.

Manufacturing.—Activity prevailed in all establishments.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were quiet owing to the cold weather. Plumbers and gas fitters were busy.

Metal, engineering and shipbuilding.—Moulders, blacksmiths and boilermakers had a good month, horseshoers and jewellers a busy one.

Woodworking and furnishing.—Woodworkers and upholsterers were active. Carriage and wagon makers were very busy, and coopers active.

Printing.—Printers and pressmen had a busy month.

Clothing.—Tailors and garment workers were fairly busy.

Food and tobacco preparation.—Bakers and confectioners had a very busy month, and butchers were active. Ice cutters and handlers were busy cutting and storing ice, and stated that the quality was excellent. Cigar makers were active.

Miscellaneous.—Barbers, clerks and delivery employés had a fairly active month. Hotel employés, restaurant and laundry help was well employed.

Transport. — Railway employés, cabdrivers, draymen and teamsters were active.

Unskilled.—This class found employment dull.

DISTRICT NOTES.

Mitchell.—The Oil Company at Moncton is drilling night and day, with good indications of oil. Gas was struck at a depth of 70 feet, but not of much pressure.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was employed to the same extent as in other years at this time. The foundries and factories were all busy, but there was little employment at outdoor work. Greater activity in sales of real estate was shown in the month of January than in any other year, there being 88 transfers, for a consideration of $140,025. In January, 1904, there were only 49. Inland revenue returns for January, 1907, were as follows:

Spirits, ex-warehouse	$6,282.62
Malt, ex-warehouse	5,539.12
Raw leaf, ex-warehouse, tobacco	7,785.06
Cigars, ex-factory	11,407.74
Cigars, ex-warehouse	3,352.20
Methylated spirtis	68.19
Total	$34,434.93
Total, January, 1906	34,258.04
Difference	$ 176.89

The McClary Company is about to install a 150 horse-power suction gas engine. The firm estimates that power can be supplied by this system at from $12 to $14 per horse-power.

About four blocks of sewers are to be put down on Dundas street this summer by day labour, the City Engineer having been empowered to give the system a trial.

A committee from the Street Railway Company has been appointed, on a request from the City Council, to confer with a committee from the City Council having reference to the buying of the road.

Two unions were formed during the last week of January, viz., shoemakers, and plumbers.

The Gorman, Eckert Company has purchased the building formerly used by the Bennet Furniture Company, and will move its spice manufacturing business there. It will also go into the canning of fruit.

CONDITION OF PARTICULAR TRADES.

Building.—Brickmasons and masons did but little work owing to the cold weather, but carpenters were fairly well employed. Lathers, plasterers and painters were nearly all idle. Plumbers were busy on repair work, but stonecutters and builders' labourers were doing very little.

Metal, engineering and shipbuilding.—Moulders were very busy and a number of additional hands were being employed. Iron workers reported trade good. Machinists were exceptionally busy, and to a limited extent in demand. Electrical workers reported trade as fair, with linemen quiet. Metal polishers and stovemounters reported trade active, and boiler makers were busy.

Woodworking and furnishing.—Woodworkers in planing mills were fairly well employed. Carriage and wagon makers reported spring trade good. Car builders had plenty of repair work on hand, and coopers were very busy.

Printing.—Printers and pressmen were in demand, no men being out of employment in the city. Bookbinders reported trade good. Box makers were rushed with spring orders.

Clothing. — Journeymen tailors were very slack, but expect to be busy in a few weeks. Garment workers were very busy. Boot and shoe workers were also busy, with trade improving.

Food and tobacco preparation.—Ice cutters were exceptionally busy getting in the crop, a large number of men and teams being employed. Cigar makers reported trade extra good, with no situations vacant.

Miscellaneous.—Broom makers reported trade good, and laundry workers were busy.

Transport.—Railway train crews reported an average amount of freight moving. Teamsters were busy.

Unskilled.—A large number were out of work, though some were employed harvesting the ice crop.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

So far as the building trades were concerned, the month of February has been quiet, the weather having been extremely cold. In the local industries, the workmen have been well employed, especially in the railway shops. Six or eight good machinists could find ready employment in the Michigan Central Railway Company's shops. In the Père Marquette Railway shops employés have been well employed. The Canadian Iron Foundry Company reported the month a brisk one, all hands working full time. An addition to this company's plant will be erected as soon as weather conditions permit.

On February 19, bills passed the Committee of the Legislature for the formation of a Pork Packing Company, and a canning factory to operate at St. Thomas. It is expected that work will be commenced on the different plants as soon as spring opens. Negotiations are being carried on for the establishment of an ammonia plant in connection with the Light and Power Department. It is estimated that the income from a plant of this nature would total from $600 to $1,000 per year.

The School Board is considering the advisability of erecting another large school to replace the present Scott Street School. Repairs to the extent of $800 are being made on the city hall. The School Board has applied to the Dominion Government for two sets of metric weights.

A final dividend of ten per cent. will be paid to the Atlas Loan creditors, five per cent. to be paid on March 1 and the balance later. Merchants reported the month a quiet one.

There have been no changes in rates of wages or hours of labour, and no unrest in the labour market.

CONDITIONS OF LOCAL INDUSTRIES.

Agriculture. — Agricultural operations were confined chiefly to the care of stock. Throughout the district the numerous agricultural societies have been holding meetings.

Manufacturing.—The local industrial establishments reported the month a fair one, with the exception of the railway shops, which reported the month a busy one.

Railroad construction and employment. —Railway employés of all classes were very busy throughout February, and much overtime was worked. The month of January was reported very busy; the engine mileage for that month totalled 531,000 miles over December, 1906, which was considered a good month. Construction trains were compelled to abandon work on account of the cold weather.

CONDITION OF PARTICULAR TRADES.

Building.—There was very little activity in the building trades; a few mechanics finding employment on inside work.

Metal, engineering and shipbuilding.— The iron trades reported the month a fair average. Moulders were particularly busy, as were machinists and blacksmiths.

Woodworking and furnishing.—Outside of the railway shops, the woodworking trades were quiet.

Printing.—Printers had a good month, all hands being employed.

Clothing.—These trades were quiet.

Food and tobacco preparation.—Ice dealers harvested their supply during the month; the quality is good.

Transport.—Railroad men were exceptionally busy on the various raiilroads entering the city.

Unskilled.—This class was fairly well employed.

WINDSOR, ONT., AND DISTRICT.

Mr. David Mitchell, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Labour in general during February was fairly well employed. The Tunnel Co. and Ice companies were giving employment to all the men they could get, and were paying from twenty to forty ce ts per hour.

There has been much discussion in regard to the United States Steel Company locating at Sandwich. The option which the company held on land in that vicinity expired on the first of February, and the agent bought it up. The company now controls one mile and a half of the river front, or over 1,000 acres in all, and is having a railroad built from the plant to connect with the four railroads running into the city of Windsor. the contractors having orders to go ahead with the works as soon as the weather permits.

Wholesalers reported trade far ahead of that for the same period last year, but owing to the want of room it is hard to keep up with orders. Retailers reported trade active and collections good.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Many factories were very busy for the time of the year. With the exception of the planing and cement mills, factories were running full time.

CONDITION OF PARTICULAR TRADES.

Building.—Nearly all trades were fairly well employed, especially carpenters painters, electrical workers and plumbers. As soon as the weather permits there will be a rush in the building trades, as there have been a large number of contracts let.

Metal and engineering.—Activity prevailed among the iron workers.

Woodworking and furnishing.—These trades were a little quiet, especially in the planing mills.

Printing.—Printers and pressmen were well employed.

Clothing.—Journeymen tailors reported a fair month.

Food and tobacco preparation.—Bakers, butchers and meat cutters had a good month. Ice cutters and drivers had a busy month.

Leather.—These trades were somewhat quiet.

Miscellaneous. — Barbers reported a good month. Hotel, restaurant and laundry employés were active.

Transport.—Owing to the unusually heavy volume of trade, all branches were busy.

Unskilled.—This class of labour was well employed.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent. reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

As is usual at this season, trade was not very active during February. Supply and demand in the labour market, however, were well balanced, the most important industries in this locality operating steadily without reference to seasons. The steel plant and blast furnaces had orders far in advance, nearly all of the railway companies being in the market for steel rails. The capacity of the plant is being increased, the output in the meantime being maintained at as high a level as possible. The pulp mill, which is second in importance only to the steel plant, has been unable to run to full capacity owing to low water. The output during February was in the neighborhood of 85 tons per day. The other branches of the Lake Superior Corporation were working full time.

The removal of the duty on coal for coking purposes will affect industry favourably at this point, as the coke at present used in the blast furnaces is imported from the United States. It is expected that coke ovens will be constructed and coke manufactured locally. This will employ a number of men and the by-products will be of value. In the event of

smelters for the treatment of local copper and other ores being erected, the demand for coke will be increased. The advantages of a local smelter were further discussed during the month.

The incorporation of twenty new mining companies for New Ontario was announced in the Ontario Gazette during February. The Great Northern Oil Co., capital $75,000; the Dominion Smelters' Company, capital $1,000,000; the New Ontario Exploration Company, capital $100,000, and the Algoma Bridge Company, capital $50,000, are of particular importance to this locality.

The outlook for the building trades during 1907 is favourable.

Employment in the several skilled trades was normal during February.

PORT ARTHUR, FORT WILLIAM AND DISTRICT.

Mr. R. B. Harstone, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The building trades have been busy, finishing work begun last year. Present indications are that they will have constant employment at the same until warm weather makes outside work possible. A mutual arrangement has been entered into between the Master Builders and the Carpenters of Port Arthur whereby the rate of wages for the latter will be thirty-seven and one-half cents per hour during this year.

The Canadian Northern Railway Co., has commenced in Port Arthur the erection of a large dock on which to handle rails and track material during the coming season. It will be completed before the opening of navigation. The C.R.P. Co., is at present building an extensive addition to its anthracite coal house in Fort William, which will afford storage to the extent of one hundred thousand tons.

The opening in Port Arthur of a Sash, Door and Moulding Factory will furnish steady employment to at least thirty men. This is the only new industry that has gone into operation this season, although many others are projected, notable a machine shop and foundry, which will employ at the start fifty hands, the site of which has been purchased, plans prepared etc.

The statements below show the profits, after allowing for interest and depreciation, of plants operated by the municipalities of Port Arthur and Fort William during 1906:

Port Arthur:—	
Electric Light	$8,835.14
Telephone	2,055.33
Street Railway	20,403.13
Fort William:—	
Electric Light	$1,805.20

In connection with the above it may be stated that the financial success attending the operation of the street railway has resulted in a distinct advantage to the employés, who, without solicitation, have had their salaries advanced about twenty-five per cent.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Severe weather interfered with outside work to an unusual extent. February was, therefore, a very quiet month for labour, and employment has been difficult to obtain. The railway shops and other engineering establishments have been employing all the men they could put to work. This activity has resulted from the damage done to rolling stock during the stormy weather.

Commercial activity has not been as pronounced as in previous months and some uneasiness in business circles has been created by the tie-up of the railroads. It is feared that they will not be able to handle the usual spring rush of business with ordinary promptness.

There has been no unrest in labour circles with the exception of a strike in a clothing factory, which lasted for an hour only.

In February the Government of Manitoba appointed Mr. W. H. Reeve as factory inspector for Manitoba. Until recently, Mr. Reeve was president of the Trades and Labour Council, a member of the Building Trades Council, and for many years an officer of the Amalgamated Society of Carpenters and Joiners. Mr. Reeve will also act as Fair Wage Officer under authority of a resolution of the Legislature, similar to the Fair Wage resolution of the Dominion Parliament. The methods adopted for its enforcement will be similar to those adopted by the Dominion Government, except that in Manitoba the Fair Wage Officer will have power to examine the time books, wage sheets or other reports showing what wages are actually being paid to men working for contractors doing work for the government*

The Canadian Pacific Railway Co. has completed arrangements for the enlargement of its workshops in Winnipeg. It is only a year since the present erection was completed, but so great has been the demand resulting from increased business in Western Canada that it is necessary to immediately enlarge. The exact cost of the improvements could not be determined, but it is understood that the work to be done will be of an extensive character, the object of the company being to put the buildings in such a state that it will not be necessary to do any further work of this nature for a number of years A large force of men will be engaged and the work will be carried forward with all possible speed. The full list of shops on which work will be done during the season is as follows:

Passenger car shops, present size 100x241 feet.
Freight car shops, 102x313 feet.
Planing mill, 102x217 feet.
Blacksmith shop, 102x217 feet.
Locomotive shop, 794x165 feet.
Foundry, 122x92 feet.
General stores and offices, 86x254 feet.
Dry kiln, 86x42 feet.
Power house, 126x100 feet.

Preparations are being made to start upon the construction of St. Andrew's Locks as soon as the weather permits.

Another large undertaking, for which tenders are now being called, is a railroad from Lac du Bonnett to Point du Boison Winnipeg river, the point where the civic hydro-electric power plant will be constructed.

* The resolution passed by the legislature of Manitoba is printed elsewhere under a separate heading in the present issue.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers are beginning to move their wheat to the lake front. Until quite recently they have been unable to get cars for that purpose.

Railroad construction.—Contractors were busy preparing to get men for railroad construction. It is feared that there will be a shortage during the coming season.

CONDITION OF PARTICULARS TRADES.

Building.—The building trades were quiet, but there are a large number of tenders invited for the construction of many large warehouses. Indications point to another active year.

Metal, engineering and shipbuilding.—All the machine shops were busy, the rough weather having flooded them with repair orders.

Woodworking and furnishing. — The woodworking factories were comparatively quiet.

Printing.—The printers were busy, the local elections having been instrumental in creating a temporary rush.

Clothing.—All branches were quiet.

Food and tobacco preparation.—Normal conditions prevailed in the baking and confectionery trades.

Leather.—Leather factories were busy, with staffs fully employed.

Miscellaneous.—There were numerous applications for employment at light indoor work.

Transport.—All classes of railway men were fully employed.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The month of January was unfavourable for outdoor work, but since the beginning of February bricklayers were em-

ployed on some buildings. Some indoor work that was stopped owing to lack of fuel to heat the buildings has been resumed, giving employment to a number of carpenters. Unskilled labourers were employed in repairing burst water pipes and putting in underground telephone wires. The real estate market is becoming very brisk,business commencing much earlier this year, and great activity being looked for towards spring. A corner on Pacific avenue was sold last week for $20,000 cash; the property, it is understood, is wanted for a large hotel. Sixty feet on Rosser avenue, was sold for $300 per foot; this property was bought two years ago for $100 per foot.

There was expended by the city last year the following: on schools, $80,000; waterworks, $58,000; sewers, $50,000; sidewalks, $40,000; bridge, $28,000; making a total expenditure of $256,000.

The snow blockade in this district has been raised and the railway companies are bringing in large quantities of fuel, so that conditions have resumed their usual activity.

There was no change in the rates of wages, and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The convention of the Manitoba Grain Growers' Association was held in Brandon on Wednesday, February 13th, about three hundred representatives being present. Many questions of importance were discussed, among others the amendment of the Banking Act, but the chief interest of the delegates was aroused by the resolution re certain charges made by the users of elevators at points where farmers' elevators are in competition, and by a resolution to forbid holders of the offices of grain inspector and warehouse commissioner to be members of the Grain Exchange. In the president's address, the disappointment of farmers in not being able to realize on their grain, the question of the handling of grain, and the shortage of fuel, were discussed.

Railroad construction and employment.—About sixty thousand men will be required for railway construction work in Western Canada during the coming summer according to estimates made by investigators into the situation. Wages will be high.

Manufacturing.—The Brandon Brewery Company's new plant was opened. The building is not yet completed, but it is understood that all the machinery is working perfectly. The Empire Brewery Company has a large staff of workmen employed on structural iron work and bricklaying on its new building.

CONDITION OF PARTICULAR TRADES.

Building.—The bricklayers' and carpenters' trades were somewhat quiet, although owing to the fine weather, some bricklayers were employed. Masons, joiners, lathers, plasterers, painters, decorators and paperhangers, builders' labourers and stonecutters found employment quiet.

Metal, engineering and shipbuilding.—With iron moulders, iron workers and helpers, machinists and engineers, trade was busy Blacksmiths, boilermakers, sheet metal workers and jewellers experienced active conditions.

Woodworking and furnishing.—Trade conditions with upholsterers and pattern makers was very quiet.

Printing.—Printers and pressmen were active.

Clothing. — Journeymen tailors, garment workers and boot and shoe workers were very active.

Food and tobacco preparation.—Bakers, confectioners, tobacco workers, butchers and meat cutters were actively employed.

Leather. — Tanners, curriers, leather workers and saddlers were quiet.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, furriers and laundry workers were all busy.

Transport.—Employees in both freight and passenger service were active. Carters and draymen were busily employed.

Unskilled.—A considerable number of unskilled labourers were employed on city work, and on telephone and telegraph extensions.

DISTRICT NOTES.

The *Raymond* Mills and Elevator Company is running its plant night and day, and can hardly fill orders. An order for five cars of flour has just been filled for Japan. The Raymond Sugar Company is also finding it hard to fill orders, as a result of the car shortage.

MOOSEJAW, SASK., AND DISTRICT.

Mr. J. R. D. Bastien, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

During February labour was less in demand than in the previous month. The country suffered from the severe weather, and in consequence of the railways being unable to cope with conditions. Agriculturists are incuring losses through being unable to dispose of their crop, and money has been somewhat short with them, though they have thousands of bushels of grain in the warehouses. A number of farmers also have their grain still on the fields insufficiently protected from the weather. Mining was in full operation, and though at the end of the month the railways were supplying more cars, there was some hardship caused by the insufficient supply of fuel to the general public.

CONDITION OF PARTICULAR TRADES.

Building.—During February the building trades were exceptionally dull, owing to the weather. Carpenters and joiners had considerable inside work. Plumbers were actively employed, and painters and decorators had fair employment. With gas and steamfitters employment was only fair. Builders' labourers were dull.

Metal, engineering and shipbuilding.—Electrical workers and linemen were fairly busy, and blacksmiths and horseshoers were busy.

Woodworking and furnishing.—Car builders were fairly well employed.

Printing.—Printers, pressmen and bookbinders found conditions active.

Clothing.—Journeymen tailors, garment workers and boot and shoe workers were very busy.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were active, and ice handlers very active.

Miscellaneous.—All engaged in the miscellaneous trades were more or less activ.

Transport.—Railroad trainmen and employees connected with transportation were fairly busy.

Unskilled.—There was little demand for this class except for railway employment in removing snow, of which there was an unusual quantity on the ground.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

With the return of mild weather, building again commenced, and labour was better employed than in January. Carpenters, bricklayers, stonemasons, lathers and plasterers, building labourers, steamfitters and plumbers were employed during the month, but few stonecutters had resumed work. It is believed that during March all the different trades will be fully employed, as architects report a busy season for 1907. The value of permits issued for January and February, 1906, amounted to $39,885, and for the same months in 1907, to $67,156. There is also likely to be a great demand for unskilled labour. The railways are contemplating extensions and the city council is submitting by-laws for large amounts for local improvements, such as $120,000 for extending and improving the water system; $75,000 for a trunk sewer; $150,000 for a new city hall, with other improvements which will probably reach $150,000 making in all about $500,000. A committee is working on plans with the object of installing a municipal telephone system.

The railway companies were taxed to their limit in transporting freight. During the past month freight was delayed owing to severe storms in the east end of Alberta, and consequently very little freight was arriving in the city. During

the latter part of the month freight has been arriving in large shipments, as many as 40 carloads arriving in one day, consigned to Calgary merchants. The bank clearings for the week, ending February 21, were $1,426,025, a large increase over the previous week. Wholesalers and retailers reported a very satisfactory month. There is no change to report in hours of labour or rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—At a meeting of the Alberta Farmers' Association held at Cardston on February 2, it was decided to erect a flour mill and elevator at the station. The proposed mill will have a capacity of 150 barrels per day, and the elevator about 40,000 bushels. It is expected that the work will be commenced at once and pushed to completion as soon as possible.

Lumbering.—The Eau Clair Lumber Company of this city is enlarging its mill in order to be better prepared for the large season's cut of logs, which it is getting in the mountains.

Mining.—The mine operators of the Province held a meeting during the week ending February 23. Details concerning the meeting were not given to the public, except that John Mitchell, President of the Miners' Association, was invited to a conference to be held here on March 4. The Provincial Government has given notice of a bill to be introduced to appoint a commission to investigate the conditions existing between the operators and workers. A bill was also introduced to establish an eight-hour day in the mines, but was held over on account of the government introducing its bill in connection with the working of mines.

At a meeting of the directors of the Diamond Coal company, reports were presented calling for the expenditure of nearly $300,000 in development of the company's property at Diamond City, six miles from Lethbridge. The contemplated development will be completed in about eighteen months, and includes the installation of a plant sufficient to raise 1,000 tons of coal per day, and a spur line to the projected Canadian Pacific Railway branch in the vicinity.

Other industries.—The Calgary City Council and the Alexander-Budd Company are entering into an agreement whereby the Company is to furnish power to the city at $24 per horse-power per annum. The Company proposes generating power from the river near the city.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers and plasterers were active, and painters and decorators and paperhangers busy. Plumbers and gas and steamfitters were busy, but stonecutters and builders' labourers were dull.

Metal, engineering and shipbuilding.—Iron moulders were busy, machinists, engineers and blacksmiths very busy, while steam engineers, electrical workers and linemen were active. Boilermakers were also busy, and sheet metal workers and horseshoers active.

Woodworking and furnishing.—Woodworkers and carriage and wagon workers were active, and car builders busy.

Printing.—Printers, pressmen and bookbinders were busy.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were busy.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters and cigar-makers were busy.

Leather,—Saddlers and other leather workers were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel, restaurant and theatre employees were active. Laundry workers were actively engaged.

Transport.—Railroad trainmen, including trackmen, switchmen and freight-handlers were busy. Cabdrivers, hackmen, carters, draymen, teamsters and expressmen were busy.

Unskilled.—Work was fairly plentiful.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during February was not so active as in the previous month, the coke and coal shortage partially shutting down several of the smelters and causing considerable loss to labour in both smelters and mines throughout the district. Coke, however, was coming to hand in considerable quantities in the closing week of the month and it was expected that the Northport smelter would resume operations about March 1. In the lead refinery at Trail the new 300 horse-power electric dynamo was tried for the first time about the middle of the month and operated successfully. The number of tanks has been increased by 60, making the total 240, thus increasing the capacity of the refinery from 50 to 75 tons a day. At the "Centre Star" mine, Rossland, the new conveyors and the rock breaker were tested on February 23 and proved satisfactory. The rock breaker or crusher has a capacity of 100 tons in ten hours, and will break rock at the mine instead of doing this work at the smelter, as has been the practice heretofore. On February 16, the Crow's Nest Pass Coal Company distributed wages as follows:—Coal Creek, $96,862.30; Michel, $53,254.90. making a total of $150,117.20. This illustrates the prosperous condition of Fernie and district.

Harmony prevailed between employers and employees.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. J. D. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was dull during the early part of February owing to the unusually heavy fall of snow and cold weather, which interfered with the saw-mills and other industries. The snow has now disappeared, the mills have resumed operations, and a start has been made on several new residences. The sewer work, which was discontinued for some months, has also been started again, While there is a good deal of work going on, there is ample labour to fill the demand. Tenders have been called for the erection of a building to be used as a hotel, to cost sixty thousand dollars. The new boiler works recently erected in the city are taxed to their utmost capacity to supply the demand. There is considerable stir in the sale of water frontage, and a couple of deals have been completed with parties who propose erecting saw-mills. A company has been organized for the purpose of manufacturing turpentine and creasote in the city, and a site has been secured and contracts let for driving piles, etc. A delay has occurred in the delivery of the machinery for the glass-works, consequently the plant is not yet in operation. The Retail Hardware Dealers' Association, which was in session in Victoria during the month, decided to hold its next annual meeting in this city. A convention of school trustees, from all parts of the Province, which was held in Nelson during the month, also decided that its next meeting would be held in New Westminster. The Dominion Government dredge has been sent to Victoria to work in that harbour. The route of the Grand Trunk Pacific Railway, through this province, has been approved by the Commissioners of Lands and Works. A contract has been let for the building of a saw-mill in Burnaby, adjoining this city, with a capacity of forty thousand feet per day. The city has made arrangements to supply cheap electric current to merchants for illuminated signs.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This industry was fairly active. Farmers on high lands were ploughing and preparing for the coming season's work.

Fishing.—Quiet conditions prevail on the Fraser River at present, but preparations were under way for the spring salmon fishing season, which opens on March 1. Competition is expected to be keen for these fish this year, and the price will probably be higher than it has been for a number of years. The bulk of these fish is shipped to New York, and the market is open to all who wish to enter the business. The report from the Dominion Government hatcheries is to the effect that all the salmon eggs are hatched, and the fry in good condition. Though some of the spawn was carried away during the flood last fall, the supply is still as large as the average.

Lumbering.—Operations were active. The mills which have been closed for about six weeks on account of snow and frost are now at work again.

CONDITION OF PARTICULAR TRADES.

Building.—All employees, excepting plumbers were dull.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, coremakers, machinists and engineers, linemen, blacksmiths, and horseshoers were active. Boilermakers were busy, and electrical workers dull.

Woodworking and furnishing.—Carriage and waggon makers were active, carbuilders (electric) busy, and shingle weavers and woodworkers dull.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors and boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters,and cigar makers were active.

Leather.—Tanners and curriers were actively employed.

Miscellaneous.—All were more or less actively employed.

Transport.—Steamboatmen, street railway employees, teamsters and express men were active.

Unskilled.—Dullness prevailed during the first part of the month.

VANCOUVER, B.C. AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The Vancouver Gas Company is arranging for the building of a new retort. This Company believes that it will shortly be necessary to have another plant.

Activity in the building trades has increased very materially during the past month. Last year, in February, the building permits issued amounted in value to $244,675. To February 23, 1907, three weeks, they amounted to $255.00.

The estimates presented by the School Board calls for $121,249.00 for teachers' salaries, and the increases granted amounted to approximately $15,000.00.

A resolution was passed by the Trades and Labour Council against having the head-tax on Chinamen reduced from the present figure. The proposed new city market is expected to be opened in June. The strike against the B. C. Telephone Company was called off.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The New England Fish Company's steamer, "New England" brought down 120,000 pounds of halibut from the Northern Halibut banks.

Lumbering.—A richly timbered valley was discovered at the head of Smith Inlet. Many miles of timber yet remain. The valley for many years has been passed by lumbermen.

The contract has been awarded for the machinery for the plant to be erected by E. H. Heaps & Company, of Vancouver, B.C. This mill will be one of the largest in the province. The equipment will consist of three band mills, two roller resaws, two gang, two edgers, a fifty-foot slasher, two automatic trimmers, sorting table and other modern appliances. This plant will be able to handle logs ten feet in diameter and one hundred feet long. The lumber throughout the mill will be handled entirely by

automatic steam transfers, live rollers and other labour-saving devices.

The lower floor will be laid out in the latest and most improved methods of power transmission, with a very complete conveyor system for handling all waste material. The mill will be protected against fire by an automatic sprinkler system.

CONDITION OF PARTICULAR TRADES.

Building.—Trade was fair for the season.

Metal, engineering and shipbuilding.—Machinists, blacksmiths and boilermakers reported work good. Jewellers, however, found business quiet.

Woodworking and furnishing.—Woodworkers, upholsterers and pattern makers were very active.

Printing.—Printing and pressmen were quiet.

Clothing. — Journeymen tailors, garment workers, boot and shoemakers were busy.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters, cigar makers, tobacco workers, and ice-handlers were very busy, in some instances overtime being worked.

Leather.—Workers on horse goods were active.

Miscellaneous.—Barbers reported work fair. Clerks had a number idle, but with prospects good for the spring. Delivery employees, laundry workers and furriers were busily employed.

Transport.—Those engaged in the Canadian Pacific Railway Company's freight and passenger service, as well as in the steamship and steamboat service, were very active, traffic on these lines continuing very heavy. Teamsters, expressmen and draymen found plenty of work when weather permitted.

Unskilled.—The supply of unskilled labour exceeded the demand, this was owing principally to the wet weather. Surveyors' chainmen were very active.

DISTRICT NOTES.

North Vancouver.—Wallace's shipyards were very active. Twenty-six municipal contracts were in course of progress. Real estate business continues very active. Over half a million dollars of property changed hands in three weeks.

VICTORIA, B.C., AND DISTRICT.

Mr. J. D. McNiven, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed throughout February, supply and demand being fairly well balanced. For the season of the year trade in nearly all lines was remarkably active.

The Newton & Grier Paint Co. will soon commence the manufacture of a special line of waterproof and fire proof paints. Machinery is being installed and the factory will be ready for operation about April 1, when a permanent staff of workmen will be engaged.

The outlook in the building trades for the approaching season is bright. Architects and builders report a large number of contracts already on hand.

The real estate market was very brisk. Business lots, house property, residential lots, outside acreages, and other kinds of real estate continue to pass through the market. There is a strong demand for acreage in the suburbs and adjacent to the city.

The foundry at the works of the British Columbia Marine Railway Co., Limited, at Esquimalt was destroyed by fire on the evening of February 2. The building was a frame structure, 160x100 feet and worth between $7,000.00 and $8,000.00. The company has commenced the construction of a new building, which, when completed, will be better adapted for its purposes than the one destroyed.

The Canadian Pacific Railway Co. has let the contract for the erection of a power house and helpers quarters adjacent to the new Empress Hotel, to cost in the neighbourhood of $40,000. Construction will be commenced next month.

The Victoria Board of Trade has

undertaken to solve the question of the scarcity of labour in that province, and with that object in view has instructed the secretary of the Board to issue the following circular:—

Dear Sir:

The question of scarcity of labour in British Columbia was the principal subject discussed at the last monthly general meeting of this Board of Trade, and although several members expressed their views no conclusion was arrived at, but the whole matter was referred to a special committee for investigation and report.

The committee has met and ordered an advertisement to be inserted in our local newspapers inviting every person interested in the labour situation (employers and employees) and desirous of stating their views to send their names to the board's secretary. When these names are received it is proposed to arrange meetings for recording such views verbatim. This evidence, when received, will be of great value to the committee in preparing a report, but it is felt that that information alone will not be sufficient, as conditions vary in different parts of the province. For this reason it is requested that you will be good enough to afford all possible assistance, and to that end the following points are suggested for the basis of your reply:

(*a*) Does scarcity of labour appreciably affect the progress of any industries in your section?

(*b*) If so, what industries suffer, to what extent, and is there continuity of work throughout the year?

(*c*) Are the rates of wages paid skilled and unskilled labour as high as the wages paid for similar works in Washington and other states on the Pacific coast, and how do the hours of labour compare?

(*d*) If scarcity of labour prevails and wages and hours of labour compare favourably with the above territory, can you suggest any reasons why such scarcity should exist in British Columbia?

(*e*) What suggestions can you offer for relieving the situation?

Replies to this circular will be received up to March 12, when the taking of evidence will commence.

A petition is being circulated by the ladies of the city for presentation to the Dominion Government, asking for the removal of the head tax on Chinese. In part the petition reads as follows:—

"Our girls, living in and coming to Victoria, much prefer taking up occupations in offices, stores, factories, etc., and at present the demand for them in openings of this description is greater than the supply. The undernamed ladies wish their names to go on record that they consider Chinese servants most suitable for farm and domestic purposes."

The strike in the shipyards reported in December last remains unchanged, except that a large number of workmen have left the city.

During February a new schedule of salaries for civic employees was ratified by the City Council, which granted increases to 49 members of the permanent staff, and 25c. per day to the city labourers. In detail the various increases were:—

	Old Rate per month	New Rate per month
City Clerk	$125.00	$130.00
Assistant City Clerk	65.00	80.00
City Treasurer	166.00	171.00
Assistant City Treasurer	100.00	105.00
Auditor and water commissioner	130.00	135.00
City Solicitor		160.00
Assessor, building inspector and purchasing agent	130.00	135.00
Assistant building inspector and purchasing agent	75.00	90.00
Tax collector, 15%, but not less on commission than $60.00		
Foreman, water works	90.00	95.00
Collector of water rates	90.00	95.00
Clerk in water works department	25.00	30.00
Sanitary Inspector	75.00	80.00
Plumbing Inspector	95.00	100.00
Poundkeeper	55.00	75.00
3 Engineers at Waterworks, each	65.00	70.00
Caretaker, cemetery	65.00	70.00
Assistant caretaker, cemetery	50.00	55.00
Manager Home for Aged and Infirm	50.00	55.00
City Electrician	120.00	125.00
Engineer lighting department	80.00	85.00
2 Firemen lighting dept., each	60.00	65.00
Dynamo tender	75.00	80.00
Foreman lamp trimmer	75.00	80.00
3 lamp trimmers, each	60.00	65.00
Fire Department:		
Chief	100.00	125.00
Assistant chief	75.00	90.00
2 captains, each	65.00	75.00
Electrician	75.00	80.00
1st Engineer	70.00	80.00
2nd Engineer	70.00	75.00
6 Drivers, each	60.00	67.50
6 Firemen, each	60.00	65.00

City labourers receiving less than $3.00 per day, were granted an increase of twenty-five cents per day, provided that they are continuous residents of the city. In all, the increased wages to be paid hereafter to the city employees will mean an additional expense to the city of approximately $20,000.00 a year. The raise will take effect on March 1.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—All the mills in the city and district that were stocked with logs were running full time. Some mill men complain of a scarcity of logs, which were selling for $15.00 per thousand. An advance in the price of rough lumber is anticipated.

Manufacturing.—Local industries were busy and the outlook is bright.

Mining.—Steamers from the north bring news of general activity in the

Skidegate district. At Harriet Bay the Jedway Copper Co. is working a rich property and has a large amount of ore on the dump ready for shipment to the smelter. At Ikeda Bay, and Collinson Bay, in the same district, rich properties were being developed.

Railroad construction and employment.—It has been announced that the C.P.R. will construct a line from Nanaimo to Alberni during the coming summer.

Other industries.—The Pacific Whaling Co., were establishing a second station at Esperanza Inlet on Nootka Sound. Work will be commenced at once, and the depot will be ready to commence operations by the beginning of May. It will be fitted with Rismuller's patent drier and other appliances, such as have been installed at Sechart. A third station will be established at Cenman Island, which is expected to be in readiness by autumn. Another steam whaling vessel has been secured and it is proposed to operate the two in connection with the three stations. The company has entered into a contract with the Japanese firm for a larger supply of whale meat. At present only the flukes and fins of the whales taken at the Sechart Station are being shipped to the Japanese for food purposes, the remainder of the carcass, after the oil and other marketable products have been removed, being ground up and converted into fertilizer, which finds a ready market at $40.00 per ton. The bulk of the oil is shipped to Glasgow.

CONDITION OF PARTICULAR TRADES.

Building.—Operations continued active, especially for the month of February. Mechanics were fully employed, except during short periods when weather conditions interfered with outdoor work. Bricklayers, masons, carpenters and joiners were well employed. Lathers and plasterers had fair employment. Painters, paperhangers, plumbers and builders' labourers were busy. Stone cutters were active.

Metal, engineering and shipbuilding.—The strike in the ship yards which commenced about December 1, and remains unsettled has had a depressing effect on this branch. Work in the boiler shops and woodworking line has been practically at a standstill for three months. Iron moulders were active, machinists, engineers and steam engineers were busy. Electrical workers and linemen were active. Blacksmiths in carriage and repair shops were busy. Boiler makers, iron ship builders, shipwrights and caulkers were nearly all idle, being on strike. Horseshoers were active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers, carriage and waggon makers were active.

Printing.—Printers (linotype operators and ad men) were in demand. Press men and bookbinders were busy.

Clothing.—Journeymen tailors were active. Garment workers were busy.

Food and tobacco.—Bakers and butchers were busy. Cigar makers were active.

Leather.—Harness makers and saddlers were busy.

Miscellaneous. — Barbers and clerks were active. Delivery employees were in demand. Laundry workers were busy.

Transport.—Steamboatmen and steamboat firemen had fair employment. Ship labourers, longshoremen, and street railway employees were active. Cab drivers and hackmen were busy. Carters, draymen, teamsters and expressmen were active.

Unskilled.—Labour of this class was unusually well employed. Anyone seeking work could readily obtain it.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has not shown much change during February. The weather was favourable and most of the logging camps have resumed work. A number of miners have come to the Western Fuel Company's mines from the county of Cumberland, England. This has helped the company considerably, but in the district there is still a shortage of men.

There was exceptional activity in the coal and lumber trades, also in passenger and freight traffic. The merchants, both wholesale and retail, reported business good. There have been no changes in hours of labour. The bonus of five per cent for January was raised to ten per cent by the Western Fuel Company. There was no unrest among the labour unions in this district.

CONDITION OF LOCAL INDUSTRIES.

Fishing. — The herring fishing was closed on February 18. The season has been a fairly good one, for those interested, there being a larger number caught than last year. The fishermen estimate the catch this season at between eight and nine thousand tons of fish.

Lumbering.—The sawmills have been working steadily all month and prospects are very good for the coming summer, as they are unable to meet the demand for lumber, and several of the mills are increasing their capacity so as to be able to meet orders. The logging camps have again started up after closing down during the exceptionally cold weather. New camps were opened up at several different places, as the present demand for logs is greater than has been known in several years.

Mining.—The coal mines in the district were working to full capacity, and the mines in the city are steadily increasing their output, although somewhat hampered by an exceptional shortage of workmen.

There was unusual activity in the quartz mining parts of the district, enquiries steadily coming in as to the possibilities of the different properties being opened up in this part of the Island. Most of the mines now working are showing up very well. There has been very little change at the quarries during the month, the condition of the weather not being favourable.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons have not done much work. Carpenters had a fairly good month, which was exceptional for the time of year. Painters were not doing much. Plumbers have been very busy and had more work than they could handle owing to the severe weather.

Metal, engineering and shipbuilding.— Blacksmiths and carriage makers reported work active.

Printing.—Printers reported work active.

Transport.—Teamsters and expressmen were fairly active.

Unskilled.—Workmen were fairly well employed, there being a shortage of this class in the district.

INQUIRY UNDER ROYAL COMMISSION INTO DISPUTE BETWEEN THE BELL TELEPHONE CO., LTD., AND EMPLOYEES, TORONTO.

ON January 24th the following notice was posted in the local exchanges of the Bell Telephone Company of Toronto:

BELL TELEPHONE COMPANY, LTD.

TORONTO, January 24, 1907.

"The experiment of an exceptionally short day consisting of 5 hours having proved a failure from many points of view including that of the majority of the operators themselves and the advantage to the staff of increased wages to enable them to meet the higher cost of living make it advisable to return to the ordinary day of 8 hours with the payment of larger salaries. You will, therefore, revert to the old schedule of hours, and adopt the following scale of salary both effective from February 1st next:

LOCAL SALARIES.

1 to 6 months	$20.00
6 to 12 months	22.50
12 to 24 months	25.00
24 to 36 months	27.50
36 months and thereafter	30.00

THE BELL TELEPHONE COMPANY OF CANADA. LTD.

TORONTO, January 24, 1907.

"The experiment of an exceptionally short day consisting of 5 hours having proved a failure from many points of view including that of the majority of the operators themselves and the advantage to the staff of increased wages to enable them to meet the higher cost of living, make it advisable to return to the ordinary day of 8 hours with the payment of larger salaries. You will

therefore revert to the old schedule of 8 hours, and adopt the following scale of salary, both effective from February 1st next.

LONG DISTANCE DEPARTMENT.

1 to 6 months	$22.50
6 to 12 months	25.00
12 to 24 months	27.50
24 to 36 months	30.00
36 months and thereafter	32.50

THE BELL TELEPHONE CO,. OF CANADA, Ltd.

TORONTO, January 24, 1907

Please add to the new schedule of salaries for the Operating force the following:

Local Supervisor to be increased $5.00 on being assigned to that class of work as soon as they have shown their ability to make good, with a further increase at the end of 6 months, not to exceed the maximum rate of $35.00.

Long Distance Supervisor to reach maximum of $37.50.

You will be advised later as regards Local and long Distance Monitors and Checkers.

At the time the notice was posted, the operators were working on a five hour schedule at the following rates:

SCHEDULE OF SALARIES PAID UNDER 5 HOUR OPERATING DAY.

LOCAL OPERATORS.

First ½ year	$18.00	per month.
½ to 2½ years	20.00	" "
After 2½ years	22.00	" "

LONG DISTANCE OPERATORS.

First ½ year	$20.00	per month
½ to 1½ years	22.50	" "
After 1½ years	25.00	" "

SUPERVISORS.

Operating schedule followed, after being appointed supervisor, $27 per month.

Request for Intervention.

A large number of operators contended that the change indicated from the existing five hour schedule to the proposed eight hour schedule would occasion a strain which it would be impossible for them to stand without serious injury and impairment to their health, and it was also contended that the proposed change in the wage schedule was out of all proportion to the increase in the number of hours to be worked. A strike threatened as a consequence, and on Wednesday, January 30th, the following telegram from His Worship the Mayor was received at the Department of Labour:

TORONTO, Ont., Jan. 29, 1907.

MR. W. L. MACKENZIE KING,
Deputy Minister of Labour,

Ottawa, Ont.

A strike of Telephone operators is very imminent here, and likely to occur on Friday. The time of the operators is to be lengthened from five to eight hours. They say that it is a physical impossibility with our enormous telephone business to stand the strain of such long hours. The Company refuses to deal with them in any way. Could you not come up to-night or to-morrow and make an effort to relieve the situation in the public interest, which will be seriously affected by a strike.

(Signed) E. COATSWORTH,
Mayor.

To this telegram the following reply was sent by the Minister of Labour:

"OTTAWA, January 30, 1907.

E. COATSWORTH, Esq.,
Mayor of Toronto,
Toronto, Ont.

Your telegram to Mr. Mackenzie King, Deputy Minister of Labour, stating that a strike of telephone operatives is imminent and likely to occur at Toronto on Friday, and requesting his intervention has been submitted to me.

I have had pleasure in directing Mr. King to proceed at once to Toronto to lend the good offices of the Department of Labour, with a view to averting the threatened strike, and of effecting an amicable settlement of the differences between the company and its operators.

In sending my Deputy to act on behalf of the Government in this dispute, I trust that both parties will show a disposition to be governed in their actions toward each other, by a due regard for the public interests involved, and that considering the necessity of an uninterrupted and continuous operation of the telephone service, the parties will, failing an adjustment of their differences before Friday, be prepared, in order to avert a strike, to accept such method of amicable settlement as Mr. King may suggest, and, as in the public interest, as well as in the interests of the parties themselves, may seem reasonable and fair.

(Signed) RODOLPHE LEMIEUX,
Minister of Labour.

Settlement Negotiations.

As promised in the reply of the Minister of Labour, Mr. King left Ottawa immediately, and arrived in Toronto on the following morning. After the interview with His Worship the Mayor, at which, at the Mayor's request, Mr. John Armstrong, the Secretary of the Ontario Bureau of Labour, was also present, Mr. King and Mr. Armstrong called upon the Manager of the Bell Telephone Company, Toronto. While this conference was taking place with the local manager, the threatened strike of the employees took place, it being alleged by the employees that the strike had been precipitated through the company having required them to forthwith

sign one or other of the following statements:

"To the Bell Telephone Compady:

"We will continue in the service add report regularly for duty."

"To the Bell Telephone Company:

"We resigd from the service to-day."

Mr. King and Mr. Armstrong endeavored to arrange a joint conference between officers of the company and representatives of its employees and to have the company agree to refer the questions in dispute to arbitration, which could not besettled by such a conference. The following communication, having this end in view, was addressed after the interview by Mr. King to the local manager of the Company:

Toronto, January 31st, 1907.

K. J. DUNSTAN, Esq.,
Manager The Bell Telephone Co.,
City.

Sir:—

As you are aware, I have been directed by the Hon. the Minister of Labour, acting on a request from His Worship Mayor Coatsworth, to lend the good offices of the Dominion Department of Labour towards effecting a settlement of the difficulties which exist between the Bell Telephone Company and its operators in this City in reference to a new schedule of hours and wages which it is proposed by the Company to put into force to-morrow

I arrived in Toronto this morning and at the earliest opportunity had, in company with Mr. John Armstrong, Secretary of the Ontario Bureau of Labour, an interview with you, during which interview certain of the operators ceased work in consequence, I understand, of their being asked to state in writing whether they proposed to accept the new schedule or consider themselves as no longer in the company's employ.

You will doubtless agree that it is very much in the public interest as well as in the interest of your Company and its employees that the service should remain uninterrupted and your present employees retained in their positions provided an amicable settlement can be reached on the questions in dispute, and that every fair and reasonable means of effecting such amicable settlement and averting a general strike should be adopted.

It would appear that the first step towards effecting such a settlement would be to arrange a joint conference between the representatives of the Company's employees, acting on their behalf, and yourself with such other representatives of the Company as you may name, acting on the Company's behalf, and that pending such conference and such further negotiations between the parties as may be mutually agreed upon, the operators should continue in the Company's service under the present schedule of rates and hours, and the Company agree to continue in force the present schedule.

If you will kindly acquaint me with the views of your Company as to this proposal, I shall, in the event of it being favourably entertained, be pleased to so inform the operators, and endeavor to bring about a joint conference as speedily as possible.

I have the honour to be, Sir,

Your obedient servant,
(Signed) W. L. MACKENZIE KING,
Deputy Minister of Labour.

No reply was received to this communication until the afternoon of the next day, when the following communication from the local manager was received:

THE BELL TELEPHONE COMPANY OF CANADA. LTD.

TORONTO, February 1, 1907.

W. L. MACKENZIE KING, Esq.,
Deputy Minister of Labour,
Toronto.

Dear Sir:—

I beg to acknowledge receipt of your letter dated 31st January, expressing a willingness to lend the good offices of the Dominion Department of Labour towards effecting a settlement of the differences which exist between the Company and a portion of its operators in this City, making a suggestion that pending a conference and such further negotiations between the parties as may be mutually agreed upon, the operators be allowed to return under the old schedule of rates and hours. On behalf of the Company, I beg to state that had this request been received before the operating staff, or rather a portion of it precipitated trouble by striking yesterday about 1 p. m., the Company would gladly have acceded. The action above referred to has now made it impossible for reasons explained more fully to you in conversation. The difference is one of principle. What was originally a temporary relief to off-set the discomforts of operating while the main exchange was being reconstructed, was continued as an experiment based upon the principle of rapid work for 5 hours at smaller salary as against the usual practice of a lighter load continued for an ordinary day at a higher rate of payment. The experiment was tried exhaustively and under most favourable conditions. It has proved an absolute failure, detrimental to the service, injurious to the health of the operators and those in direct charge of the Traffic Department, who were most favourable to its adoption are now most pronounced in its condemnation. In view of the practical knowledge and experience gained during this experiment, the Company cannot in justice to its subscribers or to the health and comfort of its operating staff continue the plan condemned by all who are charged with the duty of maintaining the service.

The Company appreciate highly the motives by which you are actuated, and the fact that you have come to Toronto to act in the capacity named in your letter and strongly desire that for the information of yourself, your Gov. the general public and the operators you will make a full investigation in order that you may form an accurate judgment upon the course the Company has taken. I can only again assure you of our willingness to give full information. We recognize our duty to the public, and believe that at the present moment satisfactory service is being furnished to all subscribers, as every switchboard position at every Exchange in the City is now filled by a competent operator.

There may be matters of detail capable of improvement and these will be adjusted as satisfactorily as possible with our staff. In conclusion I would add that as an evidence of the fact that this Company has not abused its position towards its operators, there has been no previous strike during the 27 years of its history.

Yours respectfully,

(Signed) K. J. DUNSTAN,
Local Manager.

On the evening of the same day, the operators to the number of over four hundred held a meeting in the Labour Temple, Toronto, at which meeting the following

resolution was unanimously passed, and a copy given to the Deputy Minister of Labour to have forwarded to the Minister:

"Whereas by the arbitrary action of the Manager of the Bell Telephone Company, at Toronto, the operators, supervisors and monitors were compelled to leave the Company's employ in a body and thereby disorganize the service and cause serious inconvenience and delay to the general public of the City of Toronto,

And whereas the said employees having every confidence in the fairness and justice of their demands, proposed and agreed to submit all questions in dispute to a board of arbitrators,

And whereas the said Company through its manager has refused a conference and such submission to arbitration,

And whereas the said employees are confident that the force of public opinion would, upon all the facts being made known upon oath, compel the said Company to treat its employees fairly and justly,

And whereas the said employees are anxious that all the facts should be made public upon oath before a board of Public Enquiry,

Now, therefore, this meeting of operators, supervisors and monitors to the number of over 400, requests the Minister of Labour to cause a public enquiry to be made under oath into all matters in dispute between them and the said Company, agreeing, that in case said enquiry is ordered, to return to the Company's employ in order to prevent inconvenience to the public and a general disorganization of business, and to be bound by the finding of said board in all matters between themselves and the said Company."

Royal Commission Appointed.

The communications received from the local manager of the company and the resolution passed by the employees were communicated by telephone to the Minister of Labour at Ottawa by the Deputy Minister from Toronto, and subsequently forwarded by mail. The Deputy Minister at the same time strongly recommended that, considering the dispute was one which had an important bearing upon the health of women engaged in this form of industrial pursuit, a royal commission should be appointed to inquire fully into the matter. At noon on the following day the Deputy Minister received the following communication from the Minister of Labour:

"OTTAWA, February 2, 1907.

W. L. MACKENZIE KING,
Deputy Minister of Labour,
King Edward Hotel,
Toronto,

Re dispute between Bell Telephone Company and operators, Government has decided to refer matter to Royal Commission, appointing yourself and Judge Winchester commissioners. Commission will be issued immediately.

(Signed) RODOLPHE LEMIEUX,
Minister of Labour."

Later in the day the following communication was received by the Deputy Minister of Labour from the Honourable R. W. Scott, Secretary of State:

OTTAWA, February 2, 1907.

W. L. MACKENZIE KING,
Deputy Minister of Labour,
King Edward Hotel,
Toronto, Ont.

Minute of Council has been approved, appointing you and Judge Winchester commissioners under Public Enquiry Act to enquire into telephone strike. The Commission has been issued and will be mailed you to-day. With this assurance I presume the operators will return to work.

(Signed) R. W. SCOTT."

The Commission issued to His Honour Judge Winchester and Mr. Mackenzie King conferred upon the Commissioners the power of summoning before them any witnesses, and of requiring them to give evidence on oath, and to produce such documents and things as the Commissioners deemed requisite to the full investigation of the matters into which they were appointed to examine. The following extracts from the order-in-council, making provision for the investigation by the Commissioners, and which was attached to the Commission, will indicate more fully the scope of the Commission and the circumstances under which it was issued:

On a report, dated 2nd February, 1907, from the Minister of Labour, stating that the Mayor of Toronto having on the 29th January, ultimo, requested the intervention of the Department of Labour for the purpose of averting a threatened strike of the employees of the Bell Telephone Company in that City, he directed Mr. Mackenzie King, the Deputy Minister, to proceed at once to Toronto and lend the good offices of the Department of Labour under the Conciliation Act with a view to effecting, if possible, a settlement of the difference.

The Minister observes that the Mayor stated in his communication to the Department that the time of the operators was to be lengthened from five to eight hours; that they contended it was a physical impossibility with the enormous telephone business of the City of Toronto, to stand the strain of such long hours; that the Company refused to deal with them in any way, and that a strike of the telephone operators would seriously affect the public interests.

The Minister further states that Mr. Mackenzie King has reported that the anticipated strike occurred before there was opportunity of conferring with the parties; that having used his best efforts to effect a settlement, the Company have stated that a joint conference between representatives of the parties is impossible, and that the Company are unwilling to refer the subject of the difference to a board of arbitrators. That the operators affected are willing to accept a joint conference or to leave the matter to arbitration and abide by the award of the arbitrator. Further, that the Company have stated that tney strongly desire that for the information of the Government, the general public, and the operators a full investigation be made that an accurate judgment may be formed upon the course the Company have taken, that the operators have stated that they also desire a full in-

vestigation, and will agree in the event of the Government appointing a board of enquiry to return immediately to the Company's service upon the schedule of rates and hours the Company have proposed and abide by the findings of such board.

The Minister is of opinion that it is in the public interest that this dispute should be terminated as speedily as possible, and both because of the nature of the dispute and the express wish of the parties it is desirable that a ull investigation should be made into the subject of the ifference, and that to this end a commission should be immediately appointed to make expeditious and careful inquiry into the said dispute and all matters affecting the merits thereof, and the right settlement thereof.

The Minister, therefore, recommendes that it be referred to William Lyon Mackenzie, King, Deputy Minister of Labour, and to His Honour John Winchester, Senior Judge of the County Court of the County of York, as Commissioners under the provisions of Part I of Chapter 104 of the Revised Statutes, 1906, commonly called the "Inquiries Act" to hold and conduct such inquiry with all the powers conferred upon commissioners by the said Part.

The Minister further recommends that the Commissioners report to the Minister of Labour the evidence and proceedings with all possible despatch and make such recommendations as to them seem advisable.

The Strike Terminated.

The operators were informed of the action of the Government, and, on the Monday morning following, presented themselves individually at the offices of the Company, in pursuance of the undertaking given in the resolution passed at a mass meeting that in the event of the Government causing an enquiry to be made into the matters in dispute between themselves and the Company, they would return immediately to work. A large number of the operators were immediately re-engaged.

The Company had, in anticipation of the strike, brought operators to Toronto, from Montreal, Ottawa, Hamilton, London, Peterborough and other centers. Some of these operators were retained in the service of the Company for a few days the Company having stated that it would not re-engage, on any condition, some of its former employees who had gone out on strike. During the course of the enquiry under the Royal Commission, which commenced immediately, the Company admitted that it was satisfied from the evidence adduced, that the operators, generally, were not fully aware of the details of relief and unloading that were to be afforded under the 8-hour system, that an increase in hours, at the pressure which existed under the 5-hour system, would have proved injurious to the health of the operators, on the Company's switchboard, for local lines in Toronto, and that if through their lack of information the operators misconceived the change which was proposed, the Company quite comprehended their rights to protest to the management of the Company, though the Company deprecated the adoption of the strike form of protest. In view of these admissions the Company then issued the following statement:

"The Company will re-employ all its former operators who desire to return, and will pay them the salaries to which the positions they held under the 5-hour system entitled them to under the 8-hour system. For instance, one who was a supervisor when she ceased work will receive supervisor's pay under the new schedule.

"Owing, however, to the promotions and arrangements already made by the Company, it may not be possible to give the returning employees the work they were previously engaged on."

The Commission's Inquiry.

On Monday, February 4th, His Honor Judge Winchester and Mr. King received the Commission, and on the afternoon of the same day commenced their enquiry by visiting the several exchanges of the Telephone Company in the City and making a personal examination of the conditions under which the operators were obliged to work. On the following day, the Commissioners commenced the taking of evidence in the Court Room of the Court of General Sessions in the City Hall, Toronto. The hearing of evidence was continued from day to day until Monday the 18th, at which date, in view of an understanding which had been arrived at between the Company and its operators, the Commission adjourned its sittings *sine die*. During the course of the enquiry seventy one witnesses in all were examined, including the general superintendent and local manager, the inspector of service, the local superintendents and the chief operators of the Company; also several of the operators including a number of those, who had been brought to the Toronto exchange from outside points to take the places of those on strike. In addition to these persons the Commission also heard the medical testimony of a large number of medical practic-

tioners, including many leading members of the medical profession of Toronto.

The Company was represented during the enquiry by Mr. W. G. P. Cassels, K. C. and Mr. W. A. H. Kerr, barrister, and the operators by Mr. J. W. Curry, K. C.

New Conditions Granted.

On the 18th of February, after the inquiry had extended over a period of two weeks, the Counsel for the Company, stated that, thereafter, the Company would agree to a working period of seven hours per day, arranged so that work should not continue, at any time, for a longer period than two hours at a stretch without an intermission of, at least, half an hour, and that as nearly as possible the arrangement should be as follows:

> Two hours work, half an hour intermission; an hour end a half's work, an hour intermission; two hours' work, half an hour's intermission; an hour an a half's work. Also that the work during this period should be not at the high pressure which has been customary under the five hour work day period, but was not to exceed a moderate pressure. The rates of wages to be paid to operators under these conditions to be the rates fixed in the advanced scale which the Company had put into effect on February first.

This arrangement having been considered by the Committee of the operators in conference with their Counsel, the latter announced to the Commission that in the opinion of the Committee this arrangement, if faithfully carried out, would be more in the interests of the health of the operators than work under the 5-hour system at the high rate of pressure which had obtained prior to the time at which the Company announced its intention to change the conditions of employment. It was contended, however, that even this arrangement would occasion too great a strain and the Commission was asked to consider and pronounce upon this matter in presenting its report.

As a large amount of evidence was taken before the Commission during the time of its sittings, the taking of evidence was discontinued, in view of the arrangement proposed by the Company and the opinion expressed in reference thereto by the operators, though it was announced by the Commission that in the event of it appearing to the Commissioners in the preparation of their report, that further evidence was required to enable them to make a full finding upon the issue, the Commission would resume its sittings upon further notice.

It is expected that the report of the Commissioners will be made to the Minister of Labour before the end of the month of March. As soon as prepared, both the report and the evidence taken before the Commission will be presented to Parliament.

THE FUEL SHORTAGE IN THE WEST--METHODS BY WHICH THE SITUATION WAS RELIEVED.

NOW that the winter is over, it is interesting to review the whole course of events relating to the recent fuel famine in the western provinces, and, particularly, to outline the steps taken by the Government of Saskatchewan to relieve a situation which, at one time, was undoubtedly most critical. By a thorough understanding of the conditions of the past winter, and of the methods by which a calamity was averted, a recurrence of the crisis, it is reasonable to assume, may be avoided in the future. The intimate relationship between the coal shortage and the strike in the Galt coal mines at Lethbridge has been already described in the *Labour Gazette*, as has been also the intervention of the Department in the dispute, an intervention which, through mutual concessions by the parties concerned, was fortunately successful. The present article deals, therefore, with other aspects of the subject, and is based on information of a public nature contained in the official departmental correspondence at Regina, and on other facts that have come to the knowledge of the Department of Labour.

Action of Saskatchewan Government.

When the actual condition of affairs

in connection with the coal strike and the threatened shortage of fuel came to be realised by the members of the Saskatchewan Government last fall, the Commissioner of Agriculture, Hon. W. R. Motherwell, proceeded at once to institute inquiries with a view to securing such information as would be needed before the necessary steps could be taken in the way of furnishing relief. A circular letter of inquiry was sent to the mayors and overseers of all points in the province requesting information as to the stock of coal on hand, the requirements for the ensuing season, and the prospects of the dealers with respect to securing coal. The replies to these enquiries revealed a more serious and widespread shortage of fuel than had been supposed to exist, even by those directly engaged in the coal business.

As soon as these replies began to come in the Saskatchewan Commissioner of Agriculture, after consulting with his colleagues, proceeded to Lethbridge to interview the miners and mine owners with a view to bringing about, if possible, a better understanding that would result in the settlement of the strike. Although the Commissioner succeeded in eliciting a certain amount of information on this trip, he had but slight encouragement to hope that a settlement of the strike would likely be effected within a reasonably short time.

Federal Intervention Requested.

Upon his return to Regina, Hon. Mr. Motherwell reported the conditions to the Lieutenant Governor-in-Council and, as the province had no right to interfere except by way of conciliatory measures, the attention of the Federal Government was immediately drawn to the gravity of the situation; and the Government was asked to take immediate, and, if necessary, vigorous steps to settle the strike; and failing in this, to secure by other means the operation of the mines in order that coal might be obtained for the immediate use of the people of Saskatchewan.

The Dominion Government, through the Department of Labour, at once took steps to bring about a reconciliation between the miners and the mine owners; and their efforts in this behalf were very strongly supported by the Government of Saskatchewan. A detailed report of the steps taken by the Deputy Minister of Labour to effect a settlement and of the result was printed in the December issue of the *Labour Gazette*.

In the meantime, reports had been received in the Department of Agriculture at Regina from nearly all points in the province of Saskatchewan; and it became quite apparent that unless vigorous steps were taken, actual suffering was likely to ensue, not at a few points, but generally throughout the province.

A synopsis of these reports was prepared and forwarded to the Deputy Minister of Labour, who received it on his arrival at Lethbridge on Nov. 23, and it may be added that the effective presentation of the situation contained in the synopsis aided materially in the negotiations for settlement. A copy of this statement was also forwarded by the Saskatchewan officials to Ottawa in order that the Dominion authorities might be fully alive to the gravity of the situation. The Saskatchewan Government did not hesitate to intimate that the people of Saskatchewan would not be allowed to suffer for want of coal, pending the settlement of the strike, in the event of such a settlement being unreasonably delayed.

An inquiry was also made by the Saskatchewan Government of all other mine owners and importers of coal in Western Canada as to the probable supplies available from these sources. The mine owners were further asked to give information as to whether or not they had any difficulty in securing labour or transportation, in order that the Government might render them every assistance possible in the way of increasing their output and in securing prompt transportation from the mines to the people. As a result of this enquiry, it was learned that the reserve stock of coal was already nearly exhausted and that the mines, apart, of course, from those at Lethbridge, though

working to their full capacity, were not able to keep pace with the demand. It was also ascertained that the mine operators, in nearly every instance, were working all the men they could profitably employ.

Co-Operation of Canadian Pacific Railway Company Secured.

The matter was then taken up with Mr. Wm. Whyte, 2nd Vice-President of the Canadian Pacific Railway. By this time, it may be added, a number of points were completely out of coal, and were burning fence posts, 2x4 scantling, straw and any other combustible material available. When these facts were laid before Mr. Whyte, he decided at once to ship relief coal from the reserve stock of the C.P.R. to those points in the province where actual suffering was known to exist. Mr. Whyte further agreed to ship this coal to points designated by the Saskatchewan Government, the price to be the actual cost to the C.P.R. at Fort William, plus the freight from Fort William to the points in question. The coal was billed to the agent, and was to be turned over by him to the mayor or overseer or to any responsible dealer upon the understanding that it was to be delivered to the people at an advance in price over the net price on the track of not more than 50 cents per ton. In order to secure the C.P.R. against probable loss in handling coal in this way, the provincial government undertook to guarantee the payment for all coal so delivered. A very large amount of coal was distributed throughout Saskatchewan in this way; and in many cases this relief was the means by which serious consequence was narrowly averted.

On December 1, the Saskatchewan Government was informed by the Adams Company, Winnipeg, that the firm could secure 6,500 tons of American soft coal at an advance of $1.00 per ton on former prices. The firm stated, however, that it would not purchase this coal unless, in the opinion of the Government, it would be probably required during the winter in addition to supplies obtainable from other sources. The Government promptly wired the Adams Company to secure this coal by all means; the consignment reached Fort William on December 15, and was promptly forwarded to needy places in Saskatchewan.

It was ascertained in November that supplies of wood were obtainable at a number of points on the Canadian Northern Railway, east of Prince Albert. This information was sent to the mayors and overseers at all points on the Prince Albert branch, and was undoubtedly instrumental in relieving the situation to some extent in this region, where perhaps the fuel shortage threatened the most severe results.

Railways Handicapped.

With the advent of severe winter weather, the railways began to experience great difficulty in handling the necessary shipments of fuel in conjunction with other freight traffic. Owing, however, to the primary and imperative necessity of fuel, the railways were urged to give preference to fuel shipments over all other classes of traffic not even excepting passenger traffic, if a curtailment of the latter were considered necessary in order to cope with the situation more effectively.

In addition to sending out relief coal to needy points, the Department of Agriculture of Saskatchewan rendered also much assistance by having coal en route forwarded as promptly as possible. Frequent appeals came in from various points stating that, although coal had been shipped to them several days previously, it had not arrived and considerable suffering and inconvenience were being experienced in consequence. In such cases, the matter was immediately taken up with the authorities of the railway concerned; and unless the cars en route could be promptly forwarded, relief coal was sent in each instance to tide the people over the interim. The coal on order was then traced and rushed forward to its destination as rapidly as possible.

Co-Operation of Railways.

It is gratifying to be able to record that testimony is unanimous as to the

prompt and hearty co-operation in this work of the chief officials of both railways, the Canadian Pacific and the Canadian Northern. In every case in which an appeal was made for assistance the matter was taken up immediately. In some cases relief coal was longer in reaching its destination than was desirable owing to the exceptionally severe weather conditions and the railway blockade that was occasioned largely as a consequence, but these instances were comparatively few and were unavoidable. On one occasion, December 30, it is authoritatively stated, coal was sent out from Regina on a special train to relieve reported suffering at Stoughton; and on a great many other occasions coal cars were attached to the express trains and rushed forward to their destination; in fact for a time a large percentage of the coal in transit was handled in this way.

On February 2, the Commissioner of Agriculture for Saskatchewan sent out a circular letter to the mayors and overseers of all points in the province urging the necessity of economy in the use of fuel, and suggesting that points within 25 or 30 miles of wood supplies should organize companies of men and teams and secure all the wood possible, thus releasing the equivalent of this wood in the form of coal for the use of those living upon the open plains and depending upon coal for fuel. The people of Saskatchewan appear to have made a generous response to the Minister's appeal.

On February 5 a telegram was received by Sir Wilfrid Laurier from the Saskatchewan Ministers, asking him to grant leave of absence to homesteaders during the remainder of the winter and requesting also permission to cut wood at sight on all government lands. Both requests were promptly granted.

Further evidence of the critical situation existing and the vigorous nature of the steps taken to meet it is found in the fact that during the recent severe blockade on the Prince Albert branch, another circular letter was addressed by the Saskatchewan Department of Agriculture to the mayors and overseers of all points south of Saskatoon on the Prince Albert branch of the Canadian Northern Railway, asking them to organize volunteer companies of men and to assist in opening the road in order that relief coal might be rushed through to a few points that were known to be in desperate straits. This appeal also encountered a prompt and hearty response. The city of Regina promptly organized a company of considerably over 50 men and offered the Canadian Northern Railway as many more if they could be used to advantage. These men were despatched on a special train with eleven cars of relief coal for the north. The company meanwhile had another relief train equipped with a snow plough working its way down from the north. After two days and a night of continuous hard work the line was opened up and relief was distributed to the various points most in need.

Winter Passes Without Disaster.

The arrival of mild weather during the second week in February fortunately ended the severe stress that had now lasted for many weeks. The mines continued their output to the largest degree possible throughout the winter the Lethbridge collieries having been operated without hitch from the recommencement of work on December 3; it may be added that the management of the various mines and that of the Lethbridge mines in particular, entered fully into the spirit of the situation, and cordially and energetically co-operated with the government and railway authorities in arranging for a distribution of the available coal on lines that would most effectively relieve the anxiety universal throughout Saskatchewan, and in some parts of Alberta and Manitoba, an anxiety which was justified by extreme inconvenience and discomfort at numerous points and verged on actual suffering in not a few cases. That acute cases of suffering were not more numerous is due undoubtedly to the tactful and effective methods of the Saskatchewan Government, following the settlement of the strike at Lethbridge, in securing the sympathy of the public and the co-operation of the various author-

ities concerned in the production and distribution of fuel throughout the West. Much of the correspondence and arrangements of details in this work fell to Mr. P. Kitchin, the Deputy Minister of Agriculture, and a record of the efforts made to meet the crisis would not be complete without a tribute to Mr. Kitchin's zeal, judgment and industry in the matter.

There were many sensational reports in the public press relating to alleged calamities at various points in the west as a result of the combined fuel shortage and severe weather conditions. Such reports were inevitable, no doubt, in view of the public anxiety. The Dominion Government has specially instructed the Commissioner of the Royal North-west Mounted Police to investigate all such reports carefully and to use the officers of the Department in the largest degree practicable in relieving cases of genuine distress. Fortunately, such investigations have shown that the winter passed not only without grave calamity, but without also, thanks to the combined efforts of all concerned, any in desperate distress. In one case only, it was found desirable to establish a relief camp. Several new settlers in the Tranyping Lake District of Saskatchewan, unused to the conditions and many miles distant from a railway, were confronted by extreme difficulty, when the police came to their rescue in this way. Much of anxiety, annoyance and inconvenience has been experienced as a matter of course, and many communities were again and again on the verge of sterner experiences. That the country has had no serious disaster, therefore, to record for the winter is matter for the most sincere congratulation.

BUILDING OPERATIONS IN CANADA DURING 1906.

THE great extent of building operations in Canada during 1906 constituted one of the most noteworthy features of the year in connection with industrial and labour conditions. Accompanying the marked expansion which took place in commerce and industry, the number and value of buildings erected and enlarged was considerably greater than in 1905, the returns for which in turn exceeded those of any previous year. While the conditions contributing to this result were general in scope, the increase was most pronounced in the case of the larger cities and in the North-west provinces, where the influx of population and the progress of settlement and of industrial development were more marked than elsewhere. A statistical return with reference to these conditions throws an interesting light not only on the amount of employment rendered immediately available during 1906 to workmen engaged in the building trades and in the manufacture of building material, but on the nature and scope of general industrial development in Canada during the period named.

During the months of January and February, 1907, a special investigation was conducted by the Department of Labour, with a view to obtaining statistical information as to the nature and extent of building operations during 1906 in the several cities of the Dominion. Returns were obtained, wherever available, of the number of permits issued in the several municipalities and of the declared valuation of the buildings represented therein, the statistics being further classified according as the work was in connection with new buildings or repairs. In the cities in which no system of issuing permits was in use, returns based on estimates prepared by local architects, building contractors and others in a position to furnish reliable information, were secured. In the accompanying tabular statement the statistical information collected in this way is presented, with comparative details added, where such were obtained, for the preceding year. A description in detail is given below with reference to the more important features that characterized the operations of the year in the several cities.

TABLE SHOWING EXTENT OF BUILDING OPERATIONS IN CANADIAN CITIES, 1906.

	New Buildings.		Alterations and Extensions.		Totals.			
					Number.*		Value.	
	Number*	Value	Number*	Value	1905	1906	1905	1906
Nova Scotia—								
Sydney	44	$ 100,375	12	$ 8,050	40	56	$118,800	$ 118,425
Halifax	78†	590,960	24†	97,355	320	382	.....	688,315
Amherst	.....	.....	.....	.....	.....	.....	.....	416,000
Prince Edward Island—								
Charlottetown	.....	.....	.....	.....	.....	.....	.....	140,000‡
New Brunswick—								
Moncton	42	110,300	13	10,150	.....	55	.....	120,450
Chatham	.....	.....	.....	.....	.....	.....	.....	119,500
St. John	.....	.....	.....	.....	107	99	220,300	306,550
Quebec—								
Quebec	60	252,600	101	36,402	142	161	.....	289,002
Sherbrooke	.....	.....	.....	.....	.....	.....	261,317	480,000
Three Rivers	.....	.....	.....	.....	.....	90	.....	129,495
St. Hyacinthe	21	40,800	.....	20,000	.....	.....	417,000	60,800
Montreal	1,484	7,745,023	.....	.....	.....	.....	5,590,698	8,600,300
Hull	.....	.....	.....	.....	.....	.....	135,000	53,000
Ontario—								
Ottawa	362	.....	.....	.....	.....	.....	1,534,000	1,728,975
Kingston	.....	.....	.....	.....	.....	.....	.....	.....
Belleville	40	80,000	50	40,000	.....	90	.....	‡600,000
Peterborough	310	600,000	.....	15,000	.....	.....	409,800	615000
Toronto	4,154	12,528,485	648	631,913	3,753	4,802	10,347,915	13,160,398
Niagara Falls	.....	.....	.....	.....	.....	.....	497,920	375,000
St. Catherines	72	157,470	48	68,265	.....	120	400,000	225,735
Hamilton	.....	.....	.....	.....	680	697	1,511,382	2,124,815
Brantford	205	379,040	130	30,635	.....	335	197,860	409,675
Guelph	.....	450,000	.....	50,000	.....	.....	400,000	500,000
Berlin	235	402,750	8	30,600	198	243	347,700	433,350
Woodstock	.....	145,000	.....	16,000	.....	.....	.....	161,000
Stratford	184	401,296	143	34,605	327	.....	373,412	435,901
London	.....	.....	.....	.....	.....	.....	539,650	1,200,000
St. Thomas	.....	.....	.....	.....	.....	.....	444,492	200,000
Chatham	92	107,859	31	20,985	.....	123	320,000	128,844
Windsor	69	155,965	16	12,290	.....	85	275,000	168,245
Sault Ste. Marie	.....	.....	.....	.....	.....	.....	.....	126,000
Port Arthur	.....	.....	.....	.....	.....	.....	.....	2,894,760
Fort William	.....	.....	.....	.....	.....	.....	.....	1,152,240
Winnipeg	.....	.....	.....	.....	.....	.....	10,829300	12,760,450
Brandon	180	698,672	.....	50,000	189	180	408,645	748,672
Saskatchewan—								
Moose Jaw	260	814,820	141	28,400	.....	401	.....	843,220
Alberta—								
Calgary	385	1,109,162	.....	373,822	399	385	880,193	1,482,984
Edmonton	939	1,869,069	.....	.....	.....	.....	.....	1,869,069
British Columbia—								
Fernie	.....	105,000	.....	4,000	.....	.....	.....	109,000
Nelson	.....	47,550	.....	36,964	.....	.....	.....	84,514
New Westminster	.....	160,000	.....	40,000	.....	.....	195,000	200,000
Vancouver	.....	.....	.....	.....	.....	.....	2,653,000	4,233,910
Victoria	.....	.....	.....	.....	.....	.....	554,250	699,300

* In cities in which a system of issuing building permits exists, the returns under this heading relate to the number of permits issued; elsewhere the reference is to the estimated number of buildings erected or altered.

† Not including permits for work under $20.00 in value.

‡ Estimated.

The General Result.

It will be seen that detailed information was obtained by the Department with reference to building operations during 1906 in 41 cities of the Dominion, an estimate of the total value of the buildings erected being obtained in each case.

The total value of buildings erected in these cities was $58,140,294. Of this total the City of Toronto, Ont., contributed $13,160,398, being the locality in which building was most active in 1906. The City of Winnipeg, Man., stood second with a total of $12,760,450, Montreal, Que., third with $8,600,300, and Vancouver, B.C., fourth with $4,233,-910. The remaining cities, in which the value of building during 1906 exceeded $500,000, were: Port Arthur, Ont., $2,894,760; Hamilton, Ont., $2,124,815; Edmonton, Alta., $1,869,069; Ottawa, $1,728,975; Calgary, Alta., $1,482,984; London, Ont., $1,200,000; Fort William, Ont., $1,152,240; Moosejaw, Sask., $843,221; Brandon, Man., $748,672; Victoria, B.C., $699,300; Halifax, N.S., $688,315; Peterborough, Ont., $615,000; and Belleville, Ont., $600,000.

Comparative returns relating to the value of buildings in 1906 and 1905 were obtained in the case of 26 cities. It will be seen from the table that these included the larger centres. In these cities the total value of buildings erected in 1905 was $39,862,634 and in 1906 $53,316,898. The excess of building in these cities in 1906 over 1905 was accordingly, $13,454,264, or approximately 33.6 per cent. The only localities from which returns were received to the effect that the year was less active than in 1905 were St. Hyacinthe, Que., Hull, Que., Niagara Falls, Ont., St. Thomas, Ont., Chatham, Ont., and Windsor, Ont. The localities in which the increase in the amount of building during the the year compared with the preceding year was more than $500,000, were as follows:—

City.	Amount of Increase.
Montreal	$3,009,602
Toronto	2,822,483
Winnipeg	1,931,150
Vancouver	1,580,910
London	660,350
Hamilton	613,433
Calgary	602,791

In the majority of localities the outlook for 1907 was that the activity which characterized the past year would be maintained.

Nature and Extent of Building by Localities.

The following is a brief statement showing the general nature and extent of building operations during 1906, in localities having a population of 10,000 or over.

Sydney, N.S.—Permits were issued for new buildings to the value of $110,375, and for alterations and repairs to the value of $8,050, or a total of $118,425. In 1905 the total value of building was $118,800, so that the extent of building was practically the same in 1906 as in 1905. The outlook for 1907 is regarded as favourable.

Halifax, N.S.—The number and value of buildings erected during 1906 was greater than in any previous year since an official record has been kept. The total number of permits issued was 382, compared with 320 in 1905, representing a total value of $688,315, of which $590,960 were expended on new buildings and $97,355 on repairs or alterations.

Amherst, N.S.—Building operations were very active throughout 1906. Among the more important contracts awarded were the following:—

Class of Building.	Value.
Church (stone)	$60,000
Extension of woolen mills (brick)	50,000
Departmental store	50,000
Bank building	40,000
Stores	20,000
Malleable iron factory	15,000
Woodworking establishment	15,000
Stone residence	25,000
Factory extension (Rhodes, Curry & Co.)	10,000
Foundry building extension	5,000
Telephone building	8,000
Newspaper building	14,000
Extension Maritime Coal & Railway Co.	4,000
Private residences	100,000
Total	$416,000

In addition to the above some $40,000 was spent on sewer extensions and improvements to the water system. Building throughout the district, including the towns of Pugwash and Springhill, was active.

Charlottetown, P.E.I.—There is no system of issuing building permits in force in Prince Edward Island. According to estimates received from architects and contractors the most important buildings erected in Charlottetown during 1906 were as follows:—

Buildings.	Value.
Extension of Prince of Wales' College	$60,000
Charlottetown Club	6,000
Arena Rink	6,000
Sabbath School Building	13,000
Residences	32,000
Extension of Exhibition Building	2,000
Total	$119,000

In addition to the above a number of stores and residences were remodelled and the interior of St. Dunstan's Cathedral completed. Work in connection with a new station for the Prince Edward Island railway gave considerable employment.

Moncton, N.B.—Permits were issued during 1906 for new buildings and repairs aggregating $120,450 in value. The burning of the Intercolonial Railway shops in February, 1906 caused a feeling of unrest that affected the activity of building unfavourably. The aggregate value of buildings erected, however, was approximately the same as in 1905. A detailed statement of the buildings erected in 1905 and 1906 respectively is as follows:—

Class of Buildings.	1905	1906
Dwelling house (new)	15	31
Dwelling house (remodeled)	25	16
Warehouses	5	3
Stores	1	3
Workshops	3	2
Totals	49	55

In addition to the above, a bowling alley, 3 barns and a three storey brick building were erected and 2 churches enlarged, in 1905, w le the construction of a four-storey st building to serve as a Roman Cath home was begun in 1906. In the su rbs of Sunnybrae, Lewisville, Humphrey's Mill and Legere Corner about 20 buildings were erected in 1906 at an estimated cost of $30,000. The outlook for the coming season is very favourable.

Chatham, N.B.—Two new warehouses valued at $20,000 and 4 new dwellings valued at $18,000 were erected. Repairs and extensions to stores valued at $7,500 were also carried out, and a mill at Chatham Head, valued at $92,000, was rebuilt. The outlook for 1907 is about the same as for 1906.

St. John, N.B.—The number of permits issued was slightly less in 1906 than in 1905, but the value of the buildings erected was considerably greater, being $306,550 compared with $220,300 in 1905. The record of buildings erected and repaired in 1906 was as follows:—

	Number.
Brick Buildings:	
Banks	2
Stores	5
Warehouses	2
Dwellings	5
Total	14
Wooden Buildings:	
Dwellings	53
Stores and dwellings	4
Offices	3
Coal sheds	1
Woodhouses	4
Halls	2
Barns and stables	10
Store	1
Warehouses	2
School	1
Cattle shed	1
Foundries	2
Laundry	1
Total	85

The total value of the brick buildings erected (14) was $142,700, and of the wooden buildings (85) $163,850. The total value of the buildings damaged by fire in 1906 was $91,800.

Quebec, Que.—The total value of buildings erected or altered during 1906 was $289,002. This estimate is based on the rental value of the properties. Activity was about the same as in 1905. The outlook for 1907 is favourable.

Sherbrooke, Que.—According to data supplied by the city clerk, as based on the

valuation roll of the city, about $140,000 was expended during 1906 in the erection and extension of industrial establishments; $170,000 in the erection of 65 dwelling houses; $30,000 on a new hotel; $65,000 for a new church, and $40,000 on an extension to a convent. The repairs to dwelling houses amounted to between $30,000 and $40,000. According to this estimate, the total value of buildings erected in Sherbrooke during 1906 was $480,000, compared with $261,317 in 1905. The valuation of the City's taxable real estate increased during the year by about $250,000. It was stated that the outlook for 1907 was very bright. In addition to a number of dwellings a new hospital is to be erected at a cost of $150,000; the Canadian Pacific and Grand Trunk Railway Companies propose making large extensions to yards and buildings; and the Canadian Rand Drill Company will make further extensions'

Three Rivers, Que.—The number of building permits issued in 1906 was 90, and the estimated value of constructions $129,490.

St. Hyacinthe, Que.—Building operations were quiet during 1906, aggregating in value $60,800. Two manufacturing establishments were enlarged. The total value of building in 1905 was estimated at $417,000. The outlook is for more active conditions in 1907.

Montreal, Que.—A total of 1,484 permits for new buildings, valued at $7,745,023, were issued during 1906, compared with 1,145 permits for new buildings, valued at $4,779,380 in 1905. Including repairs, the total value of building in 1906 was $8,600,300, compared with $5,590,698 in 1905, or an increase of over $3,000,000. Ten structures in 1906 exceeded in estimated cost $100,000 each. A large increase in warehouse and factory accommodation was also made. The building operations in 1906 comprised 1,240 houses, 2,242 dwellings, 70 stores, 28 warehouses, 41 factories, four churches six schools, one hotel, and three offices buildings. The outlook for 1907 is very favourable, plans being in course of preparation for the erection of a number of large buildings, including a railway station, a large hotel and numerous banking and warehouse buildings. In 1905 the total expenditure was $5,590,698; in 1904, $3,651,164; in 1903, $4,094,596; in 1902, $3,089,734; and in 1901, $2,568,372.

Hull, Que.—The amount of building was considerably less in 1906 than in 1905. In the neighbourhood of 60 dwellings for working men were erected at an estimated total value of $30,000. In addition, other residences to the value of $18,000 were erected and repairs carried out to a mica factory valued at $2,500 and to a skating rink valued at $2,500. The outlook is for a more active season in 1907.

Ottawa, Ont.—Some 362 permits were issued, representing buildings valued at $1,728,975. The new buildings were for the most part dwellings and stores, the largest being a departmental store and office building. The record of building by classes was as follows:—

Class of Building.	Value.
Brick, stone	$918,175.00
Brick veneer	633,700.00
Iron clad	21,100.00
Concrete	117,600.00
Wood and frame	38,300.00
Total value	$1,728,975.00

The outlook is for a busy season in 1907, a new station and hotel being projected to cost approximately $1,500,000, and extensive work on the construction of buildings for the Government being expected. In 1905 the total value of building was $1,534,000.

Kingston, Ont. — Building operations were less active in 1906 than in 1905.

Belleville, Ont.—According to contractors' estimates, there were about 40 new dwellings erected during 1906 at an aggregate cost of $80,000. Some 50 buildings received alterations at a total cost of $40,000. Operations by the Corby Distillery Company, the Belleville Portland Cement Company, the Belleville Hardware Company, the Fruit and Vinegar Company, the Rolling Mills Company, on the revetment wall, the post office, the House of Refuge and two

new churches, brought the total to about $600,000, being the most active season in many years past. The year 1907 promises to be active owing to the scarcity of small houses.

Peterborough, Ont.—The number of new buildings erected was 310, and the total cost $600,000. Repairs aggregated $15,000 in value. The season of 1907 is expected to be very active as an expenditure of about $350,000 on public buildings is promised, and a number of industrial establishments will be erected.

Toronto, Ont.—The approximate value of buildings erected during 1906 was $13,160,398, compared with $10,347,915 in 1905. This is the highest total for any one locality in Canada. The number of new buildings erected was 4,710, compared with 3,065 in 1905. The total number of permits issued was 4,802, of which 648 were for repairs, compared with a total of 3,753 in 1905. The following statement shows the classes of buildings under construction and repair during 1906:—

BUILDINGS ERECTED OR ALTERED AT TORONTO, ONT., DURING 1906.

Class of Buildings.	Number.	Value.
Brick dwellings	2,090	$6,268,640.00
" " Alt. and Add	109	112,098.00
Roughcast dwellings	421	396,400.00
" " Alt. and Add	304	87,782.00
" " Brick fronts	682	1,000,775.00
Brick veneer dwellings	82	142,375.00
Frame dwellings	192	224,250.00
" " Alt. and Add	32	10,230.00
Cement Block dwellings	2	4,400.00
Stone dwellings	1	1,500.00
Stores and offices	218	839,455.00
" " Alt. and Add	136	169,385.76
Banks	12	180,000.00
" Alt. and Add	3	8,660.00
Hotels	13	196,000.00
" Alt. and Add	6	56,000.00
Warehouses	24	240,625.00
" Alt. and Add	3	3,300.00
Storehouses	30	51,675.00
Workshops	39	86,583.00
" Alt. and Add	7	3,450.00
Stables	153	157,472.00
" Alt. and Add	15	7,348.00
Sheds	102	215,047.25
" Alt. and Add	4	960.00
Factories	33	344,350.00
" Alt. and Add	14	97,200.00
Hospitals—Alt. and Add	2	7,500.00
Verandahs	177	31,572.00
Custom House	1	40,000.00
Fire Halls	3	110,860.00
" Alt. and Add	2	6,800.00
Art Gallery	1	32,350.00
Sheep Pens	1	10,000.00
Drill Hall—Alt. and Add	1	17,000.00
Churches	19	359,000.00
" Alt. and Add	3	7,300.00
Sunday Schools	6	51,600.00
Schools (Board of Education)	12	335,500.00
Theatre (Royal Alexandra)	1	150,000.00
" Alt. and Add	2	16,000.00
Dairy Buildings	2	24,500.00
Boiler houses	4	2,690.00
" " Alt. and Add	1	10,000.00
Clubs	8	162,950.00
" Alt. and Add	2	700.00
Process Building	1	81,000.00
Hebrew Synagogues	2	40,400.00
Ladies' College	1	40,000.00
Greenhouses	10	6,065.00
Boathouse	1	850.00
Pumping Station	1	30,000.00

BUILDINGS ERECTED OR ALTERED AT TORONTO, ONT., DURING 1906—*Continued.*

Class of Buildings.	Number.	Value.
Conservatory of Music.....Alt. and Add.....	1	3,500.00
Lecture Hall.....	1	20, 00.00
Mills.....	3	15,000.00
Assembly Hall.....	1	1,000.00
Amusement Hall.....	1	700.00
Armouries.....	1	250,000.00
Homes	5	118,000.00
"Alt. and Add.....	1	6,700.00
Dry Kilns.....	3	3,200.00
Rinks.....	3	10,900.00
Telephone Exchanges.....	2	38,000.00
Gymnasiums.....	2	39,500.00
Roller-Boller-Coaster.....	1	16,000.00
Laundry.....	1	300.00
Convocation Hall—seating.....	1	9,000.00
McMaster Science Building.....	1	50,000.00
Garage.....	1	25,000.00
Public Library.....	1	26,000.00
Freight Shed, No. 1.....	1	26,000.00
Main Pumping Station.....	1	11,000.00
Press Building.....	1	10,000.00
Total.....	5,024	$13,160,398.25

The outlook for 1907 is most favourable, the number of permits issued up to March 1 being considerably in excess of 1906.

Niagara Falls, Ont.—It was estimated that the value of buildings erected during 1906 was between $350,000 and $400,000. This amount was made up chiefly by expenditures on dwellings and on one factory. A $250,000 hotel, begun in 1905 and completed in 1906 is not included in this estimate. The outlook is that a number of factories will be erected in 1907, several having been begun in the closing month of 1906.

At *Welland, Ont.*, factories, dwellings and business places were erected in 1906 at an estimated value of $450,000. This does not include the building and plant of the Plymouth Cordage Company, which, altogether, cost $600,000.

St. Catharines, Ont.—The total value of bu ldings erected in 1906 was estimated at $225,000 A detailed classification is as follows:—

A.—New Buildings.

Class.	Number.	Value.
Dwellings.....	66	$124,490
Banks.....	2	30,000
Shed and Barns.....	4	2,980
Totals.....	72	157,470

B.—Extensions and Repairs.

Factory extensions.....	6	$48,000
Other extensions and repairs..	42	20,265
Total.....	48	68,265

The work incompleted on December 31, 1906, was valued at about $40,000. Of the 66 new dwellings erected about 40 were residences built for occupancy by the owner. Of the remaining 26, about 18 would rent at from $12.00 to $25.00 per month, and 8 at $12.00 or under. The amount of building incompleted from 1905 was valued at $75,000. The outlook is that building will be somewhat less active in 1907 than in 1906.

Hamilton, Ont.—A total of 697 permits for the erection of buildings, aggregating in value $2,124,815, were issued as follows:—

Class of Buildings.	No. of Permits.	Value.
Brick dwellings.....	425	$ 862,230
Alterations to dwellings.....	54	22,535
Factories & additions to same ..	38	284,075
Stores & office bldgs.....	33	442,600
Frame dwellings.....	110	100,200
Opera houses & halls.....	3	50,000
Church schools.....	7	89,200
Concrete bldgs.....	11	14,100
Hotels.....	4	20,000
Armories.....	1	225,000
Stables.....	11	14,875
	697	$2,124,815

In 1907 the record was 680 permits for buildings valued at $1,511,382, showing an increase during 1906 of 17 in the number of permits and of $613,433 in value of buildings. The report of the building inspector also showed that 1,720 inspections of buildings were made and 30 complaints attended to. It was stated that more scaffolding accidents had happened during the past season than in several years past. It was also recommended, in view of the fact that at the present time a large number of merchants and owners of store property are turning the upper flats of their buildings into living apartments, that a by-law should be prepared compelling the erection of fire escapes thereon as is required on hotels, the ordinance to apply to all structures over two storeys in height.

Brantford, Ont.—The value of buildings erected was greater than in any previous year, amounting to a total of $409,675. Of this amount approximately $135,000 were spent on factory extensions; $40,000 on public school additions and the balance on private residences and additions thereto. The total value of buildings in 1905 was less than $200,000. A record of building operations in Brantford since 1893 is as follows:—

Year.	Permits issued.	Cost of buildings.
1893	68	$ 78,226
1894	93	79,726
1895	106	197,442
1896	102	100,510
1897	81	73,000
1898	129	200,755
1899	164	151,591
1900	123	171,299
1901	158	147,420
1902	183	407,685
1903	184	201,040
1904	243	280,100
1905	261	197,860

At *Paris, Ont.*, additions to the value of $300,000 were undertaken during 1906. The large addition to the Penman Mills was the chief item in this total. The value of private residences erected was approximately $25,000.

Guelph, Ont.—About $500,000 were spent on new buildings, and $50,000 on repairs during 1906. Of the new buildings, public or semi-public constructions were valued at $100,000, and factory and store buildings at $50,000. About 200 new houses made up the balance. In 1905, the total value of new buildings and repairs was $400,000.

Berlin, Ont.—New buildings to the estimated value of $402,750, and repairs to the value of $30,600 were constructed during 1906, according to the record of local architects. In 1905, the total was $346,700. The outlook is that 1907 will be more active than 1906, or 1905.

Woodstock, Ont.—According to the estimates of building contractors, the record of building for the year was as follows:—

Class of Buildings.	Number.	Value.
Residences	20	$50,000
Public bldgs. (armouries)		40,000
Epileptic hospital		35,000
Bank buildings		20,000
Factory extensions		10,000
Repairs		6,000
Total		$161,000

Stratford, Ont.—The buildings erected during 1906 were chiefly dwelling houses. The only factory extension carried out was an addition to the biscuit factory, which doubled its size. The total value of new buildings was $401,296 and of repairs $34,635. The contractors estimate that conditions will be less active in 1907 than in 1906, owing to the large number of residences erected in the latter year. In 1905, the total value of building was $373,412.

London, Ont.—According to the estimate of the assessment commissioner, about $1,200,000 worth of building was done during 1906. About 300 new houses, ranging in value from $1,500 to $15,000 and averaging $2,500 in value, were erected at a total cost of $750,000. New factories and extensions, churches, schools, etc., represented an outlay of $450,000. There is a demand for desirable building lots, and real estate in many sections of the city has doubled in value during the past 5 years. A marked scarcity of workingmen's houses

renting at from $10.00 to $12.00 per month prevails. There is also a scarcity of land available inside the city limits for industrial establishments. A detailed statement of the industrial establishments erected or extended during 1906 is as follows:—

McClary Manufacturing Company, 100x230, 5 stories.
John Fraser, two wholesales, 50x100, 4 stories.
Green, Swift & Company, five wholesales, 120x87, 4 stories.
National Drug & Chemical Company, one wholesale, 50x112, 4 stories.
Dominion Office & Store Fitting Company, Ltd., one manufactory, 60x80, 2 stories.
Fred. Wyatt, one warehouse, 43x109, 2 stories.
Wm. Gerry & Sons, planning mill, 96x97, 2 stories.
Wm. Gerry & Sons, 24x48 and 18x48.
Wortman & Ward Manufacturing Company, extension, 50x100, 2 stories.
James A. Tancock, extension, 32x40, 2 stories.
London Foundry Company, extension, 54x36, 2 stories.
Schabacker & Company, extension planing mill, 36x37, 2 stories.
C. S. Hyman & Company, extension tannery, 40x70, 2 stories.
George White & Sons Company, warehouse, 240x140 1 story.
James Cowan & Company, extension, 20x30, 2 stories.
Labatt Manufacturing Company, extension, plumbers' supplies, 70x50, 1 story.
Murray Shoe Company, extension, 30x40, 2 stories.
Brighton's Bakery, extension, 21x27, 1 story.
Dennis Wire & Iron Company, extension, 24x45, 1 story.
Dyment-Baker Lumber Company, extension box factory, 30x110, 2 stories.
Bennett's Vaudeville Theatre, extension, 53x115, 45 feet high.
A. J. Clarke, 2 stores, 17x42 and 25x64, 2 stories.
Canadian Pacific Railway passenger station, extension, 24x40, 2 stories.
London Electric Company, power house, 60x50, and cement chimney reinforced with iron, 175 feet high.
Josiah Gould, store, 30x45, 2 stories.
Battle Creek Health Food Company, extension, 65x16 and 20x32, 2 stories.
Kernohan & Wilson, planing mill, 50x70 and 20x36, 2 stories.
C. R. Somerville & Company, box and chewing gum manufacturers, extension, 115x65, 3 stories.
Tamlin & Scott, 3 stores and veterinary hospital, 65x87, 2 stories.
Bank of Toronto, 21x74, 2 stories.
George Craddock, 2 stores, 35x40, 2 stories.
Cronyn Block, Sovereign Bank and two stores, 75x75, 2 stories.
London Canning & Evaporating Company, warehouse, 100x30, 2 stories.
London Canning & Evaporating Company, work room, 100x30, 2 stories.
London Canning & Evaporating Company, process room, 60x30, 1 story.
London Canning & Evaporating Company, boiler room, 24x28, 1 story.
London Canning & Evaporating Company, evaporating room, 20x50, 1 story.
London Canning & Evaporating Company, office and open shed, 80x30, 1 story.
All Saints' Church, 95x60.
St. Luke's Church, 36x56.
St. Paul's United Evangelical Church, 40x66.
Chalmers Presbyterian Church, 50x50.
Gospel Hall, 30x50.
Chesley Avenue School, extension, 33x81.
St. Mary.s School, extension, 20x60.
Post Office, extension, 33x59.
Hyman Hall, extension, 66x45, office and lobby 37x27, 2 stories and basement.
Dominion Government Military Stores, 66x48, and caretaker's residence, 24x32, 4 stories, including basement
The London Canning & Evaporating Company have built a railway siding 470 feet long. They also purpose erecting this year a pea plant 150x30 and a work room 40x120.

St. Thomas, Ont.—The year 1906 was considerably less active than 1905 owing to the fact that a number of new schools and other large buildings were erected during the latter year. The system of issuing permits was not in force previous to September 1, 1906. From that date to December 31, 1906, 21 permits were issued for new buildings valued at $43,700, and 1 permit for repairs valued at $2,200. The city architect's estimate of building for the entire year was $200,000, compared with $444,492 in 1905.

Chatham, Ont.—Ninety-two new buildings were erected valued at $107,859 and repairs to 31 buildings carried out, at a value of $20,985. Among new buildings erected were an office for the Dominion Bank, two new barns and two buildings for the Defiance Iron Company, the other new buildings being residences.

In the district adjacent to the city, 17 residences of stone, brick or wood were erected for farmers at a total cost of $49,700. In the neighbouring villages some $54,800, was expended on schools, banks, hotels, a block of stores and a public library.

Windsor, Ont.—Sixty-nine permits for new buildings, valued at $155,965, were issued, and 16 permits for repairs, valued at $12,290. The returns show a falling off compared with 1905, attributed to the advance in the price of building material. Prospects for 1907 are favourable.

In the neighbouring town of Walkerville the amount of new buildings and repairs was from $250,000 to $300,000. A very active season is expected in 1907.

Sault Ste. Marie, Ont.—According to the estimate of the city clerk, new buildings to the value of $225,000 and repairs to the value of $1,000 were completed during 1906. The year was very active as compared with 1905, the above

record being limited to buildings erected within the fire limits. Five business blocks were among the new buildings of the year. The outlook for 1907 was considered very favourable.

Port Arthur, Ont.—The building record for 1906 was as follows:—

Class of Buildings.	Number.	Value.
Residences	504	$53,600
Business buildings	48	374,960
Blast furnace, coal dock including hard coal house No. 5, dock freight shed, steel dock freight shed, two boarding houses for stevedores	7	$1,366,200
Totals	559	$2,894,760

Fort William, Ont.—There were 283 new buildings erected at a total value of $1,152,240.

Winnipeg, Man.—During 1906, 4,176 buildings were erected at a total cost of $12,760,450, being nearly $2,000,000 in excess of the record for 1905, which was the highest of any Canadian city in that year. Two buildings were erected costing approximately $250,000 each. The Walker theatre cost $200,000. There were also three buildings erected at a cost exceeding $150,000, 2 costing between $125,000 and $150,000 and 5 between $100,000 and $125,000. On the whole, the buildings erected in 1906 have been considerably more costly than those erected in 1905. Approximately 1,500 new dwellings were erected. Under the heading of repairs, a large number of small wooden dwellings were provided with stone foundations and have had modern sanitary conveniences installed in accordance with the civic by-law. The following table shows the extent of building during the past seven years.

	Permits.	Bldgs.	Cost.
1900	530	658	$1,441,863
1901	636	796	1,708,557
1902	849	972	2,408,125
1903	1,227	1,593	5,689,400
1904	1,768	2,268	9,651,750
1905	3,349	4,099	10,840,150
1906	3,508	4,176	12,760,450

It will be seen that during the past four years the amount of money expended on new buildings has been $42,835,925. It is expected that operations during 1907 will be about the same as in 1906.

Brandon, Man.—One hundred and eighty permits for new buildings to the value of $698,672, were issued in 1906. The value of repairs during the year was approximately $50,000, no permits being issued in this connection. The amount spent by the municipality on sidewalks, sewers, water mains, bridges etc., was estimated by the city engineer at $120,000. The total value of new buildings in 1905 was $401,835.

Moosejaw, Sask.—Two hundred and sixty permits for new buildings, valued at $814,820, were issued and 141 permits for repairs to the value of $28,400. In addition to the above, storage buildings and other improvements were carried out by the Canadian Pacific Railway Company to the value of $125,000. The outlook for 1907 is that the building season will be very active.

Calgary, Alta.—It was estimated that 385 new buildings, valued at $1,109,162, were erected, with repairs and alterations to the value of $373,822. New buildings in the various suburbs aggregated $760,000 in value. The outlook is that the building season of 1907 will exceed in activity that of any previous year.

Edmonton, Alta.—Over 930 new buildings, valued at $1,869,069, were erected no record being kept of alterations. The most of the new buildings were residences, 593 permits for dwellings, valued at $881,710 having been issued. Two planing mills also were built. The value of the frame buildings constructed was slightly greater than that of the brick buildings. Building in the surrounding villages was also very active. The outlook for 1907 is very favourable.

The *Kootenay District, B.C.*—The chief activity in building in this district was at *Fernie, B.C.*, where a new cement office was erected for the Crow's Nest Pass Coal Company at a cost of about $65,000, and brick and other buildings at a cost of $35,000-$50,000, while about $4,000 was spent in repairs. At *Nelson, B.C.* 27 new buildings, valued at $47,550

were erected, and 86 buildings received alterations valued at $16,984. In addition, the Hall Mining and Smelting Company expended upwards of $20,000 on its buildings, and an equal amount for repairs. At *Cranbrook, B.C.*, also, building was active in 1906, a brick and stone building for the Canadian Bank of Commerce, a brick block of stores and numerous wooden residences having been erected.

New Westminster, B.C.—It was estimated that $100,000 was expended on new dwelling houses, $40,000 on factory buildings and $20,000 on a Dominion Government building during 1906, Repairs to dwelling houses amounted to $20,000 and repairs to factories and saw-mills to $20,000, making a total of $160,000 expended on new buildings and $40,000 on repairs Conditions were practically unchanged from 1905.

Vancouver, B.C.—The total value of buildings erected during 1906 was $4,233,910, compared with $2,653,000 in 1905, or an advance of 57 per cent. A new monthly record was created in November, 1906, when permits for buildings aggregating $823,270 in value were granted, the previous highest record being $613,910 in September, 1905. Activity was well distributed throughout the year, the most important contracts being for the construction of business blocks. The great activity of the year was attributed in part to the action of the license commission in requiring all licensed saloons to be fitted up as hotels, and the action of the fire limit by-law, which limits improvements to wooden buildings in the business district to an extent not greater than 20 per cent of their value. Labour was scarce throughout the building season of 1906, though wages were unprecedentedly high. A scarcity of building material delayed operations during the summer months.

Victoria, B.C.—The following statement with regard to building during 1906 is from the annual report of the Building Inspector:—

Class of Buildings.	Number.	Value.
1 story frame bldgs., dwellings..	30	$39,150
1½ story frame bldgs., dwellings	53	98,100
2 story frame bldgs., dwellings..	22	71,300
2½ story frame bldgs., dwellings.	2	6,500
Sundry additions		8,700
Greenhouse		3,400
Freight shed (wood)		15,000
Workshops, warehouse, etc., (wood)		15,150
2 story bldg., (concrete)	1	7,000
1½ story bldg., (concrete)	1	2,000
3 story brick store	1	3,800
1 story brick store	2	2,000
6 story brick store and warehouse	1	45,000
2 story brick office bldg	1	11,000
Brick stable	1	600
Work done on C. P. R., hotel		250,000
Brick additions to theatre, stores and hospital		40,800
Brick additions to dwellings		4,800
Sundry general repairs		75,000
Total		$699,300

In 1905, the estimated value of buildings erected was $554,250.

THE NEW BRUNSWICK FORESTRY CONVENTION.

IN an act passed by the legislature of New Brunswick in 1906, "for the better preservation and protection of the public domain," provision was made for the summoning of a forestry convention to meet at Fredericton, N.B., to which all persons interested in the protection of the forests of the province, or in the science of forestry, were to be publicly invited to attend. (*) In accordance with this legislation the first forestry convention held in New Brunswick was opened in Fredericton on February 20 and closed on February 21. The attendance included His Honour the Lieutenant-Governor of the Province, members of the Dominion and Provincial Governments, members of the House of Commons and Legislative Assembly, together with a large number of lumbermen, officers of forestry associations and bureaus, and others interested in forestry. The Hon. the Premier of the Province presided at the several sessions.

Subjects Discussed.

A large number of addresses were delivered, papers read, etc., with reference

(*) For a review of this act see *Labour Gazette* for June, 1906, page 1353.

to forestry and the lumbering industry. The following were amongst the subjects dealt with in this way: "The Attitude of Educational Institutions Towards Forestry," by Chancellor Jones of the University of New Brunswick; "The Relation of Forestry to the Public Schools," by Dr. J. R. Inch, Superintendent of Education; "Manual Training Schools and Forestry," by T. B. Kidner, Provincial Director of Manual Training; "Forest Reservation," by Lieut.-Col. Loggie, of the Crown Lands Department; "First Methods of Forestry," by H. R. McMillan, of the Yale Forestry School; "The Pulp Industry of Canada," by Professor Penhallow of McGill University; "The Preservation of Forests," by ex-Lieut-Governor McClelan; "The Lumberman's Interest in the Preservation of the Forests," by H. M. Price, President of the Quebec Forestry Association; "The Dependence of Business on the Forests," by James Beveridge; "The Forest Policy of the United States and other Countries," by Professor Austin Cary of Harvard; "The General Need of Forest Preservation," by J. E. Stewart, Chief of the Dominion Forestry Bureau; "The Immigration Policy of the Salvation Army," by Adjutant Jennings of the S. A. Immigration Staff; "Forestry in its Relation to Agriculture," by Hon. C. N. Skinner,; "Protection of Forests from Fires," by C. E. Fish, and many others. The Hon. the Minister of Railways and Canals of Canada also addressed the convention, dealing with present opportunities in the lumbering industry, and conveying to the convention the greetings of the Right Hon. the Prime Minister of Canada, at whose initiative the Canadian forestry convention was held at Ottawa in February, 1906.

Provincial Forestry Association Formed.

On the second day of the convention the report of a committee appointed to consider the advisability of forming a provincial forestry association was received and unanimously adopted. The committee recommended the formation of a New Brunswick Forestry Association, in affiliation with the Canadian Forestry Association, on terms to be hereafter agreed upon, and having for its object the obtaining and disseminating of information, with a view to protecting the lumber lands of the province from undue and unnecessary exhaustion in the process of lumbering and from destruction by fire, and to promote generally throughout the country the reforestation by private owners of lands fitted only for the growth of trees. The association is also to encourage the planting of shade trees, the growth of trees on the banks of rivers and along the sides of highways, to request the Department of Education to introduce into the schools information whereby the scholars may be taught the need of forest protection and reforestation, and the things necessary to be done to preserve the trees of the country for economic and picturesque purposes.

Other Resolutions Adopted.

Other resolutions were adopted recommending the planting of ornamental trees along highways and in school grounds, the passing of more effective legislation for the protection of forests from fires caused by locomotives, recommending the appointment of an inspector to see that scalers carry out their work properly, recommending the setting apart of a portion of the public domain as a forest reservation, recommending that the government assist the University of New Brunswick to establish a chair in forestry and to provide forestry instructors to give short courses throughout the province in the same manner as dairy school inspectors, recommending the passing of a new act with regard to the survey and exportation of lumber and recommending the enactment of a law establishing a stringent fire protection system.

FAIR WAGES CLAUSES IN GOVERNMENT CONTRACTS—RESOLUTION OF MANITOBA LEGISLATURE.

ON February 5, a resolution was adopted by the legislature of the Province of Manitoba, providing that all government contracts should, in future, contain clauses for the securing of payment of fair wages to workmen and for the prevention of abuses arising from the sub-letting of contracts. The full text of the resolution was as follows:—

"That all Government contracts should contain such conditions as will prevent abuses which may arise from the sub-letting of such contracts, and that every effort should be made to secure the payment of such wages as are generally accepted as current in each trade for competent workmen in the district where the work is carried out, and that this House cordially concurs in such policy and deems it the duty of the Government to take immediate steps to give effect thereto."

It was moved and seconded in amendment to the above that the following be added to the resolution:—

"It is hereby declared, that the work to which the foregoing policy shall apply, includes not only work undertaken by the Government itself, but also all work aided by grants of money from the public monies of the province, so far as it is practicable."

The question being put, the resolution as amended was unanimously carried in the affirmative.

In the discussion of the resolution in the House it was stated that the resolution was largely a copy of the one which had been passed by the Parliament of Canada in March, 1900, on the motion of the Hon. Sir William Mulock, Postmaster General and Minister of Labour, who at that time, foreshadowed the adoption of the fair wages principle by other legislative bodies in Canada. It was further stated that if after the adoption of the resolution the Department administering the affairs of the government under which the resolution would have effect, is unable to administer the resolution satisfactorily, it would be possible to take up the matter by legislation and provide machinery for carrying out the principle of the resolution.

Mr. W. H. Reeve, of Winnipeg, was appointed Fair Wage Officer and Factory Inspector for the Province of Manitoba during February.*

INVESTIGATION RE CHILD LABOUR IN ONTARIO.

ON February 13, a special committee of the Ontario Legislature was appointed for the purpose of conducting an inquiry into the administration of the Ontario law with reference to child labour. The resolution adopted by the House in this connection was as follows:—

"That in the opinion of this House some enquiry should be made as to the effect of the existing laws relating to and affecting the employment in manual, or other physical labour, of young persons of both sexes, and that therefore this subject be referred for enquiry and report to a Special Committee composed of the following members:—Messrs. Monteith, Pyne, Pattinson, McNaught, Dargavel, Preston (Durham), Studholme, Preston (Brant), Pense and Tudhope, with power to the said Committee to send for persons, papers and records."

As throwing light upon the scope and purpose of the proposed investigation, it may be stated that the above resolution was carried at the instance of the Hon. the Minister of Agriculture for Ontario, as an amendment to a proposed resolution which read as follows:—

That in the opinion of this House:—(1) Every child has a right to health and education; (2) Child labour interferes with that right; (3) Child labour is in itself cruel and wasteful; it is mentally, morally and physically injurious to the child, and a distinct menace to the nation; (4) No child under 14 should work in a factory, workshop, mercantile house, store, office, hotel or apartment house, in any place of public amusement, or should be employed in making, preparing or distributing articles of sale or commerce at home or in any place in the nature of a factory, workshop or mercantile establishment; (5) No child between 14 and 16 should be permitted to work under the conditions specified unless the child can read fluently and write legibly, simple sentences in the English language; (6) No child under 16 should be employed between the hours of 7 p. m. and 7 a. m. or longer than 8 hours in any 24 hours, or longer than 48 hours a week; (7) No child under 16 should be employed in occupations dangerous to life, limb, health or morals.

GOVERNMENT EMPLOYMENT BUREAUS IN ONTARIO.

DURING the month of January, 1907, two free employment agencies were opened, at Hamilton and Ottawa. Ont., respectively, under the auspices of the Ontario Bureau of Labour. The agency at Hamilton was opened on January 12, at 26 James Street, Mr. Charles H. Bamfylde being appointed manager. The Ottawa agency was opened on January 18, at 87½ Clarence Street, with Mr. Isaie Gauthier as manager. The duties of the manager in each case are to receive applications for employment and to keep in touch with employers of labour so as to be able to place without delay persons who may be desirous of obtaining work. Employees out of work are permitted to register at the offices, no charge being made either for registration or for placing help. It was stated that a number of workmen of various classes had registered at the offices during January and February. The offices will be conducted under the supervision of the Ontario Bureau of Labour.

* See report of Winnipeg, Man., correspondent in present issue.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

Recent Immigration Returns.

IMMIGRATION through ocean ports during January, 1907, declared for Canada, was as follows:—

IMMIGRATION BY OCEAN PORTS DURING JANUARY, 1907.

—	Male	Female.	Children under 12	Total.
Immigrants	2,631	796	571	3,998
Returned Canadians	386	53	25	464
Tourists	151	21	2	174
Totals	3,168	870	598	4,636

A summary of immigration proper through ocean ports, declared for Canada, during July-January, 1906-07, is as follows:—

IMMIGRATION BY OCEAN PORTS DURING JULY-JANUARY, 1906-1907.

—	Male	Female.	Children under 12.	Total
July	6,883	3,256	3,068	13,207
August	7,180	2,924	2,759	12,863
September	5,014	2,925	2,344	10,283
October	4,136	2,423	2,148	8,707
November	4,021	1,694	1,380	7,095
December	2,811	1,318	1,179	5,308
January	2,631	796	571	3,998
Totals	32,676	15,336	13,449	61,461
Corresponding months of fiscal year 1905-6				38,926
Increase for 1906-7				22,535
Percentage of increase				58%

The following is a statement of immigration, from the United States from July, 1906, to January, 1907, inclusive, compared with the corresponding period of the fiscal year 1905-06.

IMMIGRATION FROM THE UNITED STATES JULY-JANUARY, 1906-'07, 1905-'06.

Through Montreal	470
Through Winnipeg and outports	21,830
Customs entries	4,273
Total, 1906-'07	26,573
Corresponding months of 1905-'06	20,266
Increase for 1906-'07	6,307

The following is a statement of the total immigration to Canada during July-January, 1906-07, as compared with the corresponding months of 1905-06.

TOTAL IMMIGRATION TO CANADA DURING JULY-JANUARY, 1906-'07, 1905-'06.

1906-'07.		
Via ocean ports	61,461	
From the United States	26,573	88,034
1905-'06.		
Via ocean ports	38,926	
From the United States	20,266	59,192
Increase 1906-'07		28,842
Percentage of increase		49%
" via ocean ports		58%
" from the U. S.		31%

British Emigration Returns.

During the month ended January 31, 1907, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING JANUARY, 1907–06.

Nationality.	1907	1906
English	2,098	1,307
Scotch	739	93
Irish	144	70
Total of British origin	2,981	1,470
Foreign	1,300	727
Nationality not distinguished	.....	5
Total	4,281	2,202

Homestead Entries During January, 1906.

The following statement shows the number of homestead entries made in January, 1907, compared with January, 1906:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF JANUARY, 1907, AS COMPARED WITH JANUARY, 1906.

Agency.	1907	1906	Increase.	Decrease.
Alameda	66	87	.....	21
Battleford	83	229	.....	146
Brandon	9	10	.....	1
Calgary	88	132	.....	44
Dauphin	23	24	.....	1
Edmonton	176	265	.....	89
Kamloops	5	6	.....	1
Lethbridge	84	116	.....	32
Humboldt	80	.....	80	.....
Minnedosa	.....	24	.....	24
New Westminster	.....	4	.....	4
Prince Albert	42	59	.....	17
Regina	243	512	.....	269
Red Deer	82	152	.....	70
Winnipeg	50	49	1	.....
Yorkton	80	234	.....	154
Total	1,111	1,903	81	873

It will be seen that there has been a net decrease in the number of homestead entries made in January, 1907, compared with January, 1906, of 792.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of January, 1907, were as follows:—

STATEMENT SHOWING NATIONALITY OF HOMESTEADERS DURING JANUARY.

Nationalities.	No. of Entries.
Canadians from Ontario	152
" " Quebec	24
" " Nova Scotia	4
" " New Brunswick	2
" " Prince Edward Island	2
" " Manitoba	38
" " Saskatchewan	34
" " Alberta	23
" " British Columbia 3, Yukon 1	4
Persons who had previous entry	126
Newfoundlanders	
Canadians returned from the United States	20
Americans	275
English	159
Scotch	48
Irish	20
French	7
Belgians	4
Swiss	1
Italians	
Roumanians	3
Syrians	2
Germans	20
Austro-Hungarians	75
Hollanders	1
Danes (other than Icelanders)	2
Icelanders	4
Swedes	18
Norwegians	16
Russians (other than Mennonites and Doukhobors)	25
Mennonites	
Doukhobors	
Chinese	
Japanese	
Persians	
Australians	
New Zealanders	2
Total	1,111

Representing 2,725 souls.

Of a total of 295 entries made in January by persons coming from the United States to Canada, there were 55 from Minnesota, 53 from North Dakota, and 27 from Iowa.

Lands Patented During January, 1907.

An abstract of letters patent covering Dominion Lands, situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon territory, issued from the Department of the Interior during the month of January, 1907, is as follows:

LANDS PATENTED DURING JANUARY, 1907.

Nature of Grant.	January, 1907.	
	No. of Patents.	No. of Acres.
British Columbia Homesteads	.....	.....
British Columbia Sales	.....	.....
Coal Lands Sales	.....	.....
Commutation Grants	.....	.....
Homesteads	902	143,537.72
Hudson's Bay Company	7	7,751.35
Manitoba Act Grants	.....	.....
Military Homesteads	.....	.....
Mining Lands Sales	.....	.....
North-west Half-breed Grants	34	7,385.50
Parish Sales	1	26.80
Quit Claim Special Grants	.....	.....
Railways:		
Calgary and Edmonton Ry.	.....	.....
Calgary and Edmonton Ry. (Under Rights)	.....	.....
Canadian Northern Ry. Co.	19	7,526.00
Can. Pac. Ry. Grants	11	8,161.35
Can. Pac. Ry. Grants (Souris Branch)	1	160.00
Can. Pac. Ry. Roadbed and Station Grounds	.....	.....
Man. South-western Col. Ry. Co.	19	7,859.08
Qu'Appelle Long-Lake and Sask. Rd. and Steamboat Co.	18	7,103.73
Sales	86	11,312.65
School Lands Sales	10	1,044.18
Special Grants	7	217.07
Yukon Territory Sales	4	125.11
Totals	1,119	202,210.54

In January, 1906, the number of patents issued was 858, covering an area of 318,388.61 acres, showing an increase during January, 1907, of 261, but a decrease of 116,678.07 acres in the area patented.

Notes.

The annual meeting of the Western Canada Immigration Association was held at Winnipeg on February 15. Receipts of $21,068.62 and disbursements of $24,760.45 during 1906 were reported.

It was officially stated that 2,243 children were brought to Ontario during 1906 by ten Children's Emigration agencies operating in Great Britain and Ireland. Of these upwards of 1,100 were sent by the Dr. Barnardo Homes.

It was stated that the influx of settlers from the United States into Western Canada during the present spring season will be on an equally extensive scale as in 1906. A large number of intending settlers have already purchased lands and are desirous of being on their homesteads in time for sowing. Sales of lands during the winter season to this class have been exceptionally heavy. Farm machinery, household furniture, etc., will be brought in by the settlers. The movement had already begun in the closing week of February and extensive preparation had been made by the railway companies to accommodate these immigrants.

In view of the present demand for farm labourers in the Province of Ontario and the Eastern Townships of Quebec, the Hon. the Minister of the Interior, Canada, also decided recently to increase the immigration of farm labourers from Great Britain. To assist in this work the following delegates were sent to Great Britain under a three months' engagement:—Messrs. G. A. Aylesworth, Newburgh, Ont.; W. J. MacNaughton, Lancaster, Ont.; G. L. Stewart, King, Ont.; W. M. Baker, Woodstock, Ont.; and E. W. Brewster from the Eastern Townships.

DOMINION GOVERNMENT EMPLOYMENT AGENCIES FOR IMMIGRANTS.

DURING the past winter season, arrangements of a new and comprehensive character have been completed by the Immigration Branch of the Department of the Interior, Canada, for the purpose of facilitating the placing of immigrant farm labourers and domestic servants in employment on their arrival in Canada. With this end in view, employment agents have been appointed in upwards of 180 towns and villages throughout the Province of Ontario, the duties of the agents being to secure free of charge situations as farm help or domestic servants, in their localities, for all immigrants desiring such positions. The appointment of these officers was dated from February 15, 1907. Their remuneration will consist of an allowance of $2.00 for each immigrant placed on a farm or as a domestic servant. In placing families the commission will be allowed on the wife and children as well as on the husband, but

no commission will be allowed on immigrants placed in any other occupation than as farm help or domestics. Booking agents throughout the United Kingdom have been notified of the appointment of these officers, the object being that when an immigrant applies for a ticket he or she may be told the name and address of the government agent in the locality to which the ticket is issued. At the same time the booking agent, under the terms of the arrangement, is to write the employment agent at the point to which the immigrant is proceeding, giving full particulars as to the latter's age, past occupation, etc. This letter arriving in advance of the immigrant will give the agent time to select the most suitable position amongst those available. A card of introduction to the agent is also to be supplied to the immigrant, on presenting which the employment agent is to obtain the best available situation for the immigrant and see that a fair arrangement is entered into between the employer and the immigrant. In the case of immigrants coming to Canada with the intention of engaging in railway labour, the letter of advice is to be sent to the Canadian Immigration Agent at the Canadian port of arrival, the immigrant to be given a card of introduction to the agent and to have sufficient money to proceed to some inland point where railway labourers are needed. In the case of persons coming to Canada to engage in domestic service or farm work, but who, on account of coming to friends and relatives, do not require to be assisted by the Department's employment agent, the booking agent is requested, upon issuing a ticket, to send the form of advice direct to the Superintendent of Immigration. In selling tickets to immigrants who wish the Department's agents to secure them positions, booking agents are requested to give the following advice:—

"(1) Emigrant besides purchasing ocean ticket should procure from the Booking Agent, Exchange Order for ticket from port of landing to inland destination.

(2) Emigrant's baggage should have name and inland destination distinctly marked on each piece.

(3) Emigrant, upon arrival in Canada, should accept advice or information only from Canadian Government officials in uniform.

(4) Should any friction occur between an employer and any immigrant placed in a position by the Employment Agents, the immigrant is requested to at once report the matter to the Agent, who secured the position, and he will at once interest himself on behalf of the immigrant.

(5) Should an immigrant leave the position secured for him by one of the Employment Agents, he should at once notify the agent of the reason, and mention any new position to which he may be going.

(6) Emigrants, in all cases, should have ticket to inland destination and sufficient money to keep them for, at least, three or four days.

Immigrants going to Winnipeg, Man., or points West of Winnipeg, are directed to apply to the Commissioner of Immigration at Winnipeg.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING FEBRUARY, 1907.

The following is a list of contracts awarded by the Department of Public Work, the Department of Railways and Canals, Canada, and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for supplies given by the Post Office Department is added.

DURING the month of February, Mr. J. D. McNiven, correspondent to the *Labour Gazette* for Victoria, B.C., and District, was appointed Fair Wages Officer of the Department of Labour in the vacancy caused by the death of the late D. J. O'Donoghue.

Department of Public Works.

Construction of landing pier at Doucet's Landing, Que.; name of contractor, N. Bourgeois; date of contract, February 8, 1907; amount of contract, $4,911.75.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenter	1.75
Blacksmith	1.75
" helper	1.25
Common labourers	1.25
Skilled labourers	1.50
Driver, 1 horse and cart	2.00
" 2 horses & waggon	3.00

Drill hall at Peterborough, Ont., name of contractor, Geo. A. Proctor, Sarnia, Ont., date of contract, February 28, 1907; amount of contract, $125,190.54.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Carpenters	$0.25 per hour, 9 hours per day.
Joiners	.25 " 9 "
Painters & glaziers	.25 " 9 "
Bricklayers	.40 " 9 "
Masons	.40 " 9 "
Stonecutters	.40 " 9 "
Plasterers	.35 " 9 "
Lathers	.03 per yard,
Plumbers & steam-fitters	2.25 per day, 9 "
Sheet metal workers	2.25 " 9 "
Builders' labourers	2.25 " 9 "
Common labourers	1.75 " 9 "
Wiremen	2.00 " 9 "
Driver, 1 horse & cart	2.00 " 9 "
" 2 horses and waggon	3.50 " 9 "

Department of Railways and Canals.

Improvements to station, etc., at Rothesay, N. B., date of contract, January 28, 1907; amount of contract, $1,-565.50.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, per day of 9 Hours, Not less than:
Masons	$3.60
Plasterers	3.60
Labourers	1.50
Plumbers	2.00
Tinsmiths	2.00
Carpenters	2.00
Painters	2.25
Driver, 1 horse & cart	3.00
Driver, 2 horses and waggon	4.00

(*) For extension of line from St. Francis to St. George, 9 miles; date of contract, January 28, 1907; amount of contract, $3,200 per mile, not exceeding $6,400 per mile.

(*) Not included in last month's report.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Masons	$2.50
Quarrymen	1.50
Rock drillers (hammer men)	1.75
Steam drillers	2.00
Blasters (powder men)	2.00
Tracklayers	1.50
Common labourers	1.35
Carpenters	2.00
Choppers	1.40
Blacksmiths	2.00
Steam shovel engineers	3.00
" cranemen	2.50
" firemen	1.50
Steam derrick engine'r	2.25
" firemen	1.50
Contractor's locomotive engineer	3.00
Contractor's locomotive brakeman	1.50
Contractor's locomotive firemen	1.50
Concrete men	1.50
Driver, 1 horse & cart	2.00
Driver, 2 horses and waggon	3.00
Stonecutters	3.00 per day of 9 hours.

Bridge over Grenville Canal at Grenville Que.; date of contract, February 8, 1907; amount of contract, $2,225.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$1.75
Blacksmiths	2.00
Machinists	2.25
Labourers	1.50
Driver, 1 horse & cart	2.00
Driver, 2 horses and waggon	3.00

Bridge at Boiestown, N. B.; date of contract, February 18, 1907; amount of contract, $27,955.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Erecting foreman	$3.00
Riveters	2.25
Blacksmiths	2.00
Masons	2.50
Structur'l iron workers	2.25
Carpenters	1.75
Concrete men	1.50
Labourers	1.25

Hot water heating apparatus for freight offices at Sydney, N. S.; date of contract, February 20, 1907; amount of contract, $998.00

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 9 Hours, Not less than:
Steamfitters	$2.25
Plumbers	2.25
Carpenters	2.00
Builders' labourers	1.50

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages and the performance of the work under proper sanitary conditions:

Nature of Order.	Amount of Order.
	$ cts.
Making metal dating stamps and type, and making other hand stamps and brass crown seals	675.12
Making and repairing rubber dating stamps and type, also other stamps	37.62
Supplying stamping material and wooden boxes and repairing stamping pads	1,256.26
Making and repairing post office scales	243.00
Supplying mail bags	976.45
Repairing mail bags	1,085.34
Making and repairing mail locks, and supplying mail bag fittings	2,352.65
Supplying street letter boxes, parcel receptacles, and Railway Mail Clerks tin travelling boxes, and repairing portable letter boxes, railway mail clerks tin travelling boxes and parcel receptacles	1,677.71
Making and repairing miscellaneous articles of postal stores	7.75
Making up and supplying articles of official uniform	1,588.20

TRADE DISPUTES DURING THE MONTH OF FEBRUARY.

THE trade disputes beginning since February 1 were few in number and included but one in which a large body of employees was concerned. There were four new disputes regarding which reports were received by the Department during the month, one of which, however, having terminated within 24 hours, does not appear in the tabulated analysis for the month. A second of the disputes was settled in a few days, a third was disposed of during the month, while the fourth, which was relatively unimportant, had not been formally settled when the month closed. Two disputes originating during January were settled during February, in one case, while the subject in dispute was in process of investigation before a Royal Commission,* in the second case by voluntary arbitration, the disputing parties in this latter case, it is satisfactory to note, further agreeing to arbitrate any subsequent difference that may arise between them. The disputes of the month concerning which particulars have not been received do not appear to have been of an important character.

* For an account of this dispute see article in present issue on Inquiry under Royal Commission into dispute between Bell Telephone Company and employees at Toronto.

Analysis of Trade Disputes during the Month.

Number and Magnitude.—The total number of disputes reported to have been in existence in Canada during February was 10, as against 13 for the months of December and January respectively and 12 for the month of February of last year. Including the disputes which commenced prior to the beginning of the month, there were in all 13 firms or corporations and 1,758 employees affected by the various strikes, and taking the new disputes alone, the firms affected numbered 3 and the employees 1035.

The loss of time in working days.—The loss of time in working days to employees through trade disputes during February was approximately 18,876, compared with 12,144 in the month of January and 7,750 in February, 1906.

Trades affected by new disputes.—The following table shows the trades affected

by new disputes during the month and the number of workers affected in each group of trades:

Trades.	No. of Disputes.	No. of Workers.
Mining	1	1,000
Building	1	29
Woodworking	1	26
Total	3	1,035

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces:—

Provinces.	Number of Disputes.
Nova Scotia	1
New Brunswick	1
Ontario	1
Total	3

Causes of disputes.—The causes of the new disputes were as follows:—

Causes.	Number of Disputes.
Against employment of non-unionists	2
For shorter hours	1
Total	3

Methods of Settlement.—Of the 10 disputes in existence during February, 4 were terminated, leaving 6 still unsettled at the close of the month, though in several of the latter class the establishments were continuing operations. Of the 4 settlements, one was effected by arbitration and three by negotiation between the parties concerned. In a fifth dispute of the month, not included in the tabulated statements because its duration was less than 24 hours, the settlement was again by negotiation.

Results of disputes.—Of the four disputes terminated during the month, two settlements were effected by a compromise and in two cases the employees gained their point. In the fifth case, not included, as above stated, in the tabulated statement, the settlement was a compromise.

Disputes which Commenced Prior to the Beginning of the Month

The disputes in existence at the beginning of February were seven in number. Of these, the strike of the *telephone operators* at Toronto, and that of the *garment workers* of Ottawa were ended during February. The strikes among the boilermakers, shipwrights, ship carpenters and joiners at Victoria, B.C., and among metal polishers and garment workers at Toronto, were still unsettled at the close of February, but in the case of the troubles in the ship yards at Victoria, not many of the strikers are believed to have remained on the coast. All the establishments concerned in these disputes are continuing operations, though in most cases on a restricted basis.

Strike of Garment Workers at Ottawa, Ont.

On January 24, about 15 men employed by the Universal Skirt Manufacturing Company, Ottawa, ceased work because of their personal objection to a foreman brought by the firm from Montreal in consequence of the opening of a new flat. The Company expressed its willingness to have the matter in dispute arbitrated by outsiders and selected as its representative the President of the Ottawa Allied Trades Association. The men, after a few days' delay, accepted arbitration with the result that the foreman was discharged and a new one engaged. The men resumed work on February 4, at the same time signing an agreement for the settlement of future disputes by arbitration. Besides the actual number of those engaged in this strike, there were about 25 other employees, whose work was rendered more or less irregular pending the strike because of the interference with the system.

New Disputes.

The new disputes for the month of February were strikes of coal miners at Sydney, N.S., wood workers at Fredericton, N.B., and painters at Sarnia, Ont.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES C. No. 74.

TABLE OF TRADE DISPUTES DURING THE MONTH OF FEBRUARY.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.		Date of termination.		Result.
					Directly.		Indirectly.						
			Directly	Indirectly	Males.	Females.	Males.	Females.					
DISPUTES WHICH COMENCED PRIOR TO THE BEGINNING OF THE MONTH.													
Metal Trades—													
Boiler Makers	Victoria, B. C.	Demand for 8-hour day with current 9-hour scale	3	.....	34	.....	40	.....	Nov.	19	.....		No settlement reported at end of month.
Shipwrights	Victoria, B. C.	Against employment of certain persons	1	.....	40	.....	.....	.....	"	28	.....		No settlement reported at end of month.
Ship Labourers	Victoria, B. C.	Against discharge of certain persons	1	.....	34	.....	.....	.....	"	27	.....		No settlement reported at end of month.
Metal Polishers	Toronto, Ont.	Demand for wages. increase,	3	.....	40	.....	.....	.....	"	24	.....		No settlement reported at end of month.
Clothing Trades—													
Garment Workers	Toronto, Ont.	Refusal of company to maintain a closed shop.	1		80	.....	.....	.....	"	20	.....		No settlement reported at end of month.
Garment Workers	Ottawa, Ont.	Against employment of foreman	1	.....	15	.....	25	.....	Jan.	24	Feb.	3	Settled by arbitration; foreman removed
Miscellaneous—													
Telephone Operators	Toronto, Ont.	Against increasing hours from 5 to 8 per day	1	.....	.....	400	.....	.....	Jan.	31	Feb.	4	Operators returned to work at the end of 3½ days, the Dominion Government having appointed a Royal Commission to inquire into dispute, compromise resulting in a lessening of hours intended, and pressure of work arranged on Feb. 18 after investigation had been commenced.

DISPUTES WHICH BEGAN DURING THE MONTH.

Mining—											
Coal Miners	Sydney, N. S.	Refusal of union men to work with non-unionists.	1	1000			Feb.	4	Feb.	11	Non-unionists joined union, and men resumed work.
Building—											
Painters	Sarnia, Ont.	Refusal of union men to work with non-unionists.	1	9			Feb.	19			Not formally settled at end of month, but men reported by employer to have been replaced.
Wood Workers	Fredericton, N. B.	Request for 9-hour day.	1	26			Feb.	1	Feb.	25	Demand of men conceded.

Strike of Coal Miners at Sydney, N. S.

About 1,000 men employed in No. 3 Coal Mine operated at Sydney, N.S., by the Nova Scotia Steel & Coal Co., Ltd., went on strike on Feb. 4, with the object of forcing a number of non-union men into the Provincial Workmen's Association. The Company took no part in the dispute. The non-unionists joined the organizations in two or three days and the men were ready to resume work on the 7th. The Company, however, had seized the opportunity of the cessation of work in the mine to carry out some repairs, and the mine was not therefore reopened for work until the 11th instant, having remained closed for one week. The men were members of Pretoria Lodge, No. 77, P.W.A.

Strike of Painters at Sarnia, Ont.

Nine workmen employed by James Yard, painter, paperhanger and decorator, Sarnia, Ont., and members of local union No. 422 of Sarnia, of the Painters, Decorators and Paperhangers of America, went on strike on February 18, because of the employment by the firm of a man not held to be a qualified tradesman, which was regarded by the men to be an infringement of the agreement signed by the employer with the union. The employer considered himself justified in his course because the young man in question had been for two years in his service at other work. No formal settlement was reported at the close of the month, but the employer claimed to have filled the places of the strikers.

Strike of Woodworkers at Fredericton, N.B.

Twenty-six employees of the sash and door factory of the J. C. Risteen Company, Ltd., Fredericton, N.B., went on strike on February 1, with the object of securing nine hours a day instead of ten, to which it is understood the firm proposed returning, after having operated for some time on the 9-hour system. The strike lasted until Feb. 25, when the firm conceded the demand of the men and work was resumed.

Strike of Garment Workers at Toronto, Ont.

On February 7, 25 employees of the Andrew Darling Company, Toronto, all

women over 21 years, struck for an increase of pay on certain lines of work, amounting to 15 per cent, the work being done on the piece work system. The strike lasted only half a day, the Darling Company agreeing to meet their employees half way and granting a number of the increases asked for, a compromise which was accepted by the workers. According to the information furnished by the firm, the earnings of the operators ranged from $8.50 to $10.50 per week, according to skill and experience, and the increases given will add approximately $1.00 per week to each employee concerned. The operators resumed work on February 8.

Minor Disputes.

In addition to the above there was a short lived dispute in the Scotland Woollen Mills factory at Winnipeg, Man., which was settled in an hour, but the particulars of which have not been received; and the men operating a small railway running from Frank, Alta., to Lille, Alta., and known as the Grassy Mountain Railway were reported to have struck work because they were not receiving the same wage as the C.P.R. schedule, but no definite information has been secured of this report. There was a report also of trouble in the Fundy Mine at Joggins, N.S., but the existence of a strike or lockout is denied by the Manager who states that the mine was shut down indefinitely on January 8, that there was no dispute with the men, and that he was not authorized to give further particulars; many of the men in the meantime are anxiously awaiting the resumption of operations. The men appear to be largely the members of Prosperity Lodge, No. 72, P.W.A., and report that the management will not meet the union committee. In this last case there are 86 employees, 76 over 21 years and 10 under that age.

RECENT INDUSTRIAL AGREEMENTS.

DURING the month of February, 1907, an agreement was entered into between Geo. A. Slater, shoe manufacturer, of Montreal, Que., and the Boot and Shoe Workers' International Union of that city. The text of the agreement was as follows:—

Agreement Between Geo. A. Slater and Boot and Shoe Workers' Union of Montreal.

AGREEMENT entered into this fourth day of February, 1907.

BY AND BETWEEN Geo. A. Slater, shoe manufacturer of Montreal, P. Q., hereafter known as the "Employer," and the Boot and Shoe Workers' Union with headquarters at 246 Summer Street, in the City of Boston and Commonwealth of Massachusetts, one of the United States of America, hereinafter known as the "Union" and John F. Tobin of said Boston.

WITNESSETH:—

1. The Union consents that the said John F. Tobin shall furnish its steel or rubber Union Stamp to the Employer free of charge, and the said John F Tobin agrees so to do and the Union further agrees to make no additional price for the use of the stamp, to make no discrimination between the Employer and other firms, persons, or corporations, who may enter into an agreement with the Union for the use of the Union Stamp and to make all reasonable effort to advertise the Union Stamp and to create a demand for the Union Stamped products of the Employer, in common with other employers using the Union Stamp.

2. In consideration of the foregoing valuable privileges, the Employer agrees to hire as shoe workers, only members of the Boot and Shoe Workers' Union in good standing, and further agrees not to retain any shoe worker in his employment after receiving notice from the Union that such shoe worker is objectionable to the Union, either on account of being in arrears for dues or disobedience of the Union rules or laws, or from any other cause. The right of the Employer to discharge for cause is agreed to by the Union.

3. The Employer agrees that he will not cause or allow the Union Stamp to be placed on any goods not made in the factory for which the use of the Union Stamp was granted.

4. The Employer agrees that he will not make or cause to be made any stamp similar to the stamps referred to in this agreement.

5. It is mutually agreed that neither the Union nor John F. Tobin will cause or sanction any strike, and that the Employer will not lock out his employees while this agreement is in force.

All questions of wages or conditions of labour, which can not be mutually agreed upon, shall be submitted to a Board of Arbitration composed of one person to represent the Employer, one to represent the Union, and a third to be selected by these two.

The decision of this Board of Arbitration shall be final and binding upon the Employer, the Union and the employees.

6. The Union and John F. Tobin agree to assist the Employer in procuring competent shoe workers to fill the places of any employees who refuse to abide by Section Five of this agreement, or who may withdraw or be expelled from the Boot and Shoe Workers' Union.

7. The Employer agrees that the Union collectors in the factory shall not be hindered or obstructed in collecting the dues of members working in the factory.

8. The Employer agrees that the General President of the Union or his deputy upon his written order may visit the employees in the factory at any time.

9. The Employer agrees that the Union is the lawful owner of the generic trade device known as the Union Stamp, said stamp being shield shape with the words "Boot and Shoe Workers' Union" on the upper portion of the shield, and a representation of a shoe with the words "Union Stamp" in the middle of the shield and the word "Factory" followed by a number or letter or both at the bottom of the shield, but that the said John F. Tobin is the owner of the particular and specific article described as Union Stamp, which is to be furnished by him under paragraph one (1) hereof.

10. The parties hereto agree that no person except the said John F. Tobin or his nominee in writing upon his written order shall have the right to demand or receive the Union Stamp from the Employer.

11. Should the Employer violate this agreement, he agrees with the Union and the said John F. Tobin to surrender the Union Stamp, or stamps in his possession to the said John F. Tobin or his nominee in writing upon the written order of the said John F. Tobin, and that the said John F. Tobin or his nominee may take the said stamps or stamp wherever they may be, without being liable for damages, or otherwise, and in case the said Employer shall for any cause fail to deliver the said stamp or stamps to the said John F. Tobin, or his nominee in writing as provided in this agreement, the Employer shall be liable to the said John F. Tobin in the sum of two hundred ($200) dollars as liquidated damages to be recovered by the said John F. Tobin in an action of contract brought in the name of the said John F. Tobin against the Employer.

12. This agreement shall remain in force until April 1st, 1908. Should any of the parties hereto desire to alter or amend or annul this agreement, they shall give a written notice thereof to the other parties three months before the expiration of the agreement; and if the parties fail to give such notice, the agreement shall continue in force for another year, and so on from year to year until such notice is given.

13. In case the Employer shall cease to do business or shall transfer its business or any part thereof to any person or persons or corporation this agreement shall be ended, and the stamp or stamps shall be returned to the said John F. Tobin or his nominee in writing without demand from the Union, or from the said John F. Tobin when a new agreement of similar tenor to this may be entered into.

Signed and sealed [GEO. A. SLATER,
For the Employer.
JNO. DUNBAR,
Attorney.
For the Union.
JOHN F. TOBIN.

At a legal meeting of Joint Shoe Council of Montreal No. 17 of the Boot and Shoe Workers' Union held on the 4th day of February, 1907, the foregoing contract was approved.

CHARLES BILODEAU,
President.

A. CHAREST,
Secretary.

In addition to the foregoing, the following agreement relative to the supply of labour was signed:

IT IS AGREED between George A. Slater, hereinafter called "The Employer" and the Joint Shoe Council of Montreal of the Boot and Shoe Workers' Union, hereinafter called, the "Union," that in case the Employer desires help in any department of the factory, he shall notify the business agent of the Union of his needs, and in case the Union is unable to furnish help that is satisfactory to the Employer within twenty-four hours after being notified, the Employer may employ such persons as he can secure, whether such persons be members of the Union or not; but said persons shall thereafter join the Union and failing to do so, their places shall be filled by members of the Union, or by those who are willing to join the Unionl, but such persons must be satisfactory to the Employer.

IT IS UNDERSTOOD AND AGREED that the present agreement is in addition to and shall form part of the agreement entered into by the Employer and the Union of even date.

Agreement between the Universal Skirt Manufacturing Company and Employees.

An agreement was signed between the Universal Skirt Manufacturing Company, of Ottawa, Ont., and its employees during February, at the conclusion of a strike of the latter. The agreement was as follows:—

We the undersigned, The Universal Skirt Manufacturing Company, the first party, and the employees the second party, hereby agree the first party to accept all the undersigned to their respective vocations of work unconditionally, and to dismiss Mr. S. as foreman of the Universal Skirt Manufacturing Company. We, the second party also agree in future in case of any general grievance arising to have the same settled by arbitration whatever the said arbitration will decide to be final. Moreover, until arbitration is settled we agree to continue at work.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF FEBRUARY, 1907.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in the loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 256 individual workpeople in Canada during the month of February, 1907, were reported to the Department of Labour. Of these 82 were fatal, and 174 resulted in serious injuries. In addition, 5 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before February, 1907. The number of fatal accidents reported in February, 1907, was 24 more than the previous month, and 42 more than in February, 1906.

Of 194 returns received during the month giving the ages of the victims of industrial accidents, 13 referred to persons under twenty-one years of age; 29 to persons between twenty-one and forty-five; 69 persons were over forty-five years of age; and 146 were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the acci-

dents of the month by industries and groups of trades:

STATEMENT OF ACCIDENTS DURING FEBRUARY, 1907, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total.
Agriculture	12	24	36
Fishing	2	1	3
Lumbering	7	11	18
Mining	9	10	19
Building trades	2	7	9
Metal trades	6	28	34
Woodworking trades	.....	7	7
Printing trades	.....	4	4
Clothing trades	.....	2	2
Textile trades	1	6	7
Food and tobacco preparation	1	5	6
Railway service	30	26	56
Navigation	2	3	5
General Transport	3	8	11
Civic employees	.....	18	18
Miscellaneous	3	11	14
Unskilled labour	4	3	7
Total	82	174	256

Nature of Fatalities and Accidents.

The chief disasters of the month were the killing of three men and the injuring of thirty others near Windsor, N. S., the death in a boiler explosion of three workmen near Selby, Ont.; the killing of three of a railway train crew in a head on collision at Mahone Bay Junction, N. S., the crushing to death in a sand slide of two brothers at Lachine, Que.; the death of two members of a railway construction gang by a dynamite explosion at Dryden, Ont.; and the killing of two railway employees in a head-on collision at Brookfield Station, N. S.

Fatal Dynamite Explosion near Windsor, N.S.

On February 23rd at the Meadow Plaster Quarry, three miles from Windsor, N. S., a workman was in the act of stooping to pick up a stick of dynamite when a spark from his pipe fell into the box. An explosion ensued, instantly killing three workmen and seriously injuring thirty others, five probably fatally.

Fatal Boiler Explosion near Selby, Ont.

Three workmen near Selby, Ont., on the morning of February 7th, built a fire in a traction engine used to supply power to run a circular saw. It is supposed that the engine tubes had frozen during the night, the consequence being that the boiler exploded killing the three workers.

Railway Wreck at Mahone Bay Junction, N.S.

On February 10th, in a head-on collision, at Mahone Bay Junction, N. S., between a runaway freight and a passenger train, the fireman and driver of the passenger engine and a section foreman were killed, and another engineer seriously injured.

Death of Two Workmen at Lachine, Que.

Two workmen, while at work on February 1st, excavating sand in a pit, were buried under an avalanche of frozen gravel. They were at once dug out, but life was extinct.

Dynamite Explosion at Dryden, Ont.

On February 12th, two members of a Transcontinental Railway construction gang at Dryden, Ont., were instantly killed by a premature explosion of dynamite.

Head-on Collision at Brookfield Station, N. S.

In a head-on collision at Brookfield Station, N. S., of the Atlantic express from St. John, N. B., and the express which left Halifax, N. S., on the night of February 26th, the baggage master on the train from Halifax, and the fireman on the Atlantic express were killed, and the engineer of the Atlantic express received very serious injuries.

Record by Trades and Industries.

Agriculture.—Twelve workers were killed and 24 injured in this industry during February, 1907, compared with 5 killed and 16 injured in the previous month, and 3 killed and 6 injured in February, 1906. Three of the fatalities were due to the explosion of a traction engine, 2 to being struck by trains, 2 to trees falling on the victims, 2 to being frozen to death, 1 to being smothered under a snow slide in a haystack, 1 to being run over by a vehicle loaded with wood, and 1 to being struck on the head by a log. Of the 24 serious accidents, 11 were due to falling material, 5 to live stock, 5 to falls, 2 to runaways and 1 to machinery.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 40.

TABLE OF FATAL INDUSTRIAL ACCIDENTS DURING THE MONTH OF FEBRUARY, 1907.

Trade or Industry.	Locality.	Date.	No. Killed	Cause of Fatality.
Agriculture—				
Farmer	Carberry, Man.	Feb. 6	1	Smothered under snow slide in haystack
"	Near Seely, Ont.	" 7	3	Explosion of traction engine.
"	St. Thomas, Ont.	" 5	1	Run over by waggon loaded with wood.
" (drover)	Longwood, Ont.	" 4	1	Struck by train at crossing.
"	Goose Lake, Sask.	" 8	1	Lost in blizzard, frozen to death.
"	Waterford, Ont.	" 5	1	Struck by log on head.
" (rancher)	Moosejaw, Sask.	" 14	1	Lost on prairie, frozen to death.
"	Bond's Corners, Ont.	" 15	1	Struck by train at crossing.
"	Smith Tp., Ont.	" 16	1	Tree fell on him.
"	Simcoe, Ont.	" 17	1	"
Fishing and Hunting—				
Fishermen	St. Catharines, Ont.	" 28	1	Drowned, fell through ice on way to fishing grounds.
"	Ridgeway, Ont.	" 23	1	Drowned, fell through ice on way to fishing grounds.
Lumbering—				
Logger	Plevna, Ont.	" 1	1	Load of logs rolled on him.
"	Rossland, B.C.	" 15	1	Logs rolled on him.
"	Cobourg, Ont.	" 6	1	Struck by limb of tree.
Teamster in mill yard	Arnprior, Ont.	" 21	1	Caught between pole of team and freight car.
Saw mill Hand	Ashdod, Ont.	" 19	1	Struck by board cast from saw.
"	Nanaimo, B.C.	" 20	1	Struck by flying board.
"	Reedsville, Que.	" 23	1	" "
Mining				
Miner	Springhill, Ont.	" 7	1	Overcome by gas.
"	Lac Noir, Que.	" 9	1	Struck on head by an iron chain in shaft.
"	Red Deer, Alta.	" 8	1	By a cave in of earth and stone.
" (fireman)	Fernie, B.C.	" 9	1	Run over by cars.
"	Nanaimo, B.C.	" 5	1	By fall of coal.
"	Capelton, Que.	" 28	1	By fall of rock.
Smelter	Hamilton, Ont.	" 4	1	Fell from ore car and run over.
Mine carpenter	Coal Creek, B.C.	" 9	1	Smothered in a snow slide.
Boiler fireman	"	" 15	1	Run over by train of coal cars.
Building trades—				
Carpenter	Montreal, Que.	" 27	1	Fell from second storey.
Roofer	Calgary, Alta.	" 18	1	Fell from roof of building.
Metal trades—				
Iron Moulder	Hamilton, Ont.	" 27	1	Heavy iron weight fell and crushed in his skull.
Electrical worker	Toronto, Ont.	" 25	1	Touched live wire.
"	Ottawa, Ont.	" 28	1	Electrocuted.
Tramcar switchman	Hamilton, Ont.	" 4	1	Run over by train of cars.
Engineer	Gananoque, Ont.	" 12	1	Struck on head by fly wheel.
Foundry watchman	Three Rivers, Que.	" 23	1	Explosion of boiler.
Textile trades—				
Cotton mill hand	Magog, Que.	" 8	1	Caught in belting.
Food and tobacco preparation—				
Wholesale butcher	Westminster Tp., Ont.	" 6	1	Kicked on head by horse.
Railway employees—				
Road foreman	London, Ont.	" 19	1	In collision between passenger and freight trains.
Engineer	Mahone Bay, N.S.	" 9	1	In head on collision.
"	Harrisburg, Ont.	" 19	1	Run over by train.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIE F., No. 40.

TABLE OF FATAL INDUSTRIAL ACCIDENTS DURING THE MONTHS OF FEBRUARY, 1907.—*Concluded*

Trade or Industry.	Locality.	Date.	No. Killed	Cause of Fatality.
Fireman	Indian Head, Sask.	Feb. 1	1	Explosion of boiler.
"	Mahone Bay, N.S.	" 9	1	In head on collision.
"	Richmond, Que.	" 12	1	Driving rod of engine struck him.
"	Sault Ste. Marie, Ont.	" 14	1	Buried under slide of coal.
"	Brookfield Stn., N.S.	" 26	1	In head on collision.
Brakeman	Montreal, Que.	" 2	1	Caught between cars while coupling.
"	Fort William, Ont.	" 3	1	Run over by train.
"	Phoenix, B.C.	" 4	1	Derailment of train.
"	Montreal, Que.	" 5	1	Struck by engine.
"	Newcastle, N.B.	" 5	1	In head on collision.
"	Hawkesbury, Ont.	" 6	1	Caught between cars.
"	Hamilton, Ont.	" 7	1	Run over by car.
"	"	" 11	1	Run over by train.
Yardman	Niagara Falls, Ont.	" 17	1	Caught between two cars.
" (checker)	London, Ont.	" 20	1	Struck by engine.
"	Ottawa, Ont.	" 22	1	Run over by engine.
" (switchman)	Toronto, Ont.	" 26	1	Caught between cars.
Sectionman	Mahone Bay, N.S.	" 9	1	In head on collision.
"	Brantford, Ont.	" 14	1	Run over by train.
"	Quebec, Que.	" 19	1	"
"	Brantford, Ont.	" 1	1	"
Baggage master	Brookfield Stn., N.S.	" 26	1	In head on collision.
Bridge inspector	Fort William, Ont.	" 14	1	Run over by train.
Construction hands	Near Dryden, Ont.	" 22	2	Explosion of dynamite.
"	Toga Lake, Ont.	" 21	1	Buried in landslide.
Navigation—				
Steward of steamer	Nanaimo, B.C.	" 6	1	Drowned, fell overboard from vessel.
Longshoreman	St. John, N.B.	" 23	1	Drowned, fell from scow.
Transport—				
Electric Ry. conductor	Hamilton, Ont.	" 6	1	Run over by cars.
Teamster	Sherbrooke, Que.	" 21	1	Thrown from waggon.
Street car employee	Toronto, Ont.	" 4	1	Caught between two cars.
Miscellaneous—				
Employee in explosive manufacturing est.	Lachute, Que.	" 8	1	By explosion of powder.
"	Leamington, Ont.	" 1	1	" " dynamite.
Brickmaker	Toronto, Ont.	" 7	1	Buried under falling clay.
Unskilled labour—				
Labourers	Montreal, Que.	" 2	2	Crushed to death under cave in of sand.
"	Newcastle, N.B.	" 5	1	In head on collision.
"	Thetford Mines, Que.	" 14	1	Fell from moving train.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN FEBRUARY.

Miners	Atlin, B.C.	Jan. 15	2	By a cave in at mine.
"	Nanaimo, B.C.	" 29	1	By fall of rock and coal.
"	Coal Creek, B.C.	" 28	1	By falling timbers.
Lineman	Peterboro, Ont.	" 26	1	Heavy iron broke his leg and he died from effects.

Fishing and hunting.—There were 2 fatalities in this group during February, a fisherman at St. Catharines, Ont., and another at Ridgeway, Ont., having been drowned while visiting their fishing nets. A trapper, while hunting near Olden, Ont., had both his feet frozen. There were 2 fatalities in January, last, and no accidents in February, 1906.

Lumbering.—In this industry, death came through accident to 7 workmen and 11 others were injured during February, 1907, compared with 4 killed and 10 injured in January, 1907, and 7 killed and 16 injured in February of last year. Three workmen were killed by falling logs or trees, 3 by being struck by boards, etc., flying from saws, and 1 by being caught between pole of a team and freight car. Contact with machinery caused 5 of the minor accidents, falling trees or branches, 5, and glancing of an axe 1.

Mining.—In this group there were 9 workers killed and 10 injured in February. In January last the record was 14 killed and 22 injured, and in February, 1906, 3 killed and 13 injured. Falling material was responsible for 4 deaths; being run over by coal trains, 2; being struck by iron chain in shaft, 1; being overcome by gas, 1; and being smothered in a snow slide, 1. Four each of the minor injuries received were caused by falling material and by being hurt in mine cages, and two by being struck by cars.

Building trades. — During February there were 2 fatal and 7 non-fatal accidents among these workers, compared with 1 fatal and 15 non-fatal accidents in the previous month, and 4 fatal and 5 non-fatal accidents in February, 1906. The two deaths were due to falls. Four of the serious accidents were due to falls from scaffolds, etc., and 1 each to contact with machinery, falling material and to being crushed between two deals.

Metal trades.—The record in these trades for February, 1907, was 6 killed and 38 injured, compared with 1 killed and 49 injured in January last, and 3 killed and 39 injured in February, 1906. Two of the deaths were caused by electric shock, 1 by falling material, 1 by being struck on the head by a fly wheel, 1 by the explosion of a boiler and 1 by being run over by cars. Of the non-fatalities 10 were caused by machinery, 7 by falls, 6 by falling material, 2 by explosions, 2 by molten metal and 1 by electricity.

Woodworking trades. — Seven woodworkers were more or less seriously injured in February, compared with 9 in the preceding month and 7 in February of last year. Six of the injuries were due to machinery and 1 to falling material.

Printing trades.—Four workmen in these crafts were injured by presses in February, compared with 3 in January and 1 in February, 1907.

Clothing trades.—There were 2 minor accidents in these trades during February. In January there was 1 fatal and 1 non-fatal accident and in February, 1906, 1 non-fatal accident. A garment worker at Thorold, Ont., had his foot badly crushed by being trampled on by a mule, and a boot and shoe worker at St. Hyacinthe, Que., lost a finger in a machine.

Textile trades.—A cotton mill hand at Magog, Que., was caught in belting and killed during February, and 6 other employees were injured, 3 of them by machinery, 2 by falling material and 1 by a boiler explosion. There were no accidents in this group in January, and in February, 1906, the record was 1 killed and 1 injured.

Food and tobacco preparation.—In February, 1 workman was killed and 5 injured, compared with none killed and 6 injured in January, and 3 killed and 4 injured in February, 1906. A wholesale butcher of Westminster Township, Ont., was kicked in the head by a horse and killed. Of the 5 minor accidents, 2 were due to falling material and 1 respectively to a fall, to machinery and to a runaway.

Railway service.—Thirty met death through accident in February and 28 were injured, compared with 23 killed and 22 injured in January and 5 killed and 14 injured in February of last year. Nine of the victims were killed by being run over by trains, 7 by collisions, 4 by explosions, 4 by being caught between cars, 3 by being struck by engines, 2 by falling material and 1 by derailment. Of the 26 accidents, 8 were due to explosions, 4 to falls, 4 to being struck by cars, 3 to

being caught between cars, 3 to falling material, 2 to being run over by cars, and 2 to collisions.

Navigation.—There were two deaths in this group. A steward of a steamer at Nanaimo, B. C., fell overboard and was drowned, and a longshoreman at St. John, N. B., fell off a scow. There were also 3 minor accidents, 2 caused by falling material and 1 by a fall. In the preceding month 3 deaths occurred, and 1 serious accident; in February, 1906, there were 3 non-fatal accidents.

General transport. — The record for February, 1907, among these workers was 3 killed and 8 injured. In January last it was 2 killed and 10 injured, and in February, 1906, 4 killed and 11 injured. An electric railway conductor at Hamilton, Ont., was run over by a car and killed; a teamster at Sherbrooke, Que., was killed by being thrown from his vehicle and a street car employee at Toronto, Ont., was caught between two cars and crushed to death. Four workmen were injured by falling material, 2 by falls, by a collision and 1 by being caught between cars.

Civic employees.—Civic employees to the number of 18 were seriously injured during February last, as against 11 in the previous month, and 5 in the corresponding month of 1906. Seven of the lesser accidents were due to falling material, and to falls, respectively, 2 to collisions, 1 to being run over and 1 to being kicked by a horse.

Miscellaneous.—Three fatal and 11 non-fatal accidents happened during February, 1907, compared with 2 fatal and 13 non-fatal accidents in January last, and 1 killed and 12 injured in February, 1906. Explosions killed 2 workers in this group. Another was crushed to death by a cave-in of falling clay. Four workers were injured by explosions, 3 by falling material, 3 by falls and 1 by machinery.

Unskilled labour.—There were 4 fatalities and 3 non-fatal accidents among labourers during February last; in the preceding month there were 7 workers injured and in February, 1906, there were 6 killed and 10 injured. Two labourers in Montreal, Que., were crushed to death in an avalanche of gravel, 1 was killed in a collision and another by falling from a moving train. The 3 minor injuries were due to falling material.

ERRATUM.

In the table of labour organizations dissolved in Canada during 1906, published in the *Labour Gazette* for February, branches of the Journeymen Tailors' Union of America at Moncton, N.B., St. John, N.B., Lindsay, Ont., and Brandon, Man., were included. The Department has since learned that these unions dissolved as follows:—Moncton and St. John, N.B., in 1904; Lindsay, Ont., in 1902 and Brandon, Man., in 1905.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during February, 1907.

DOMINION REPORTS.

Trade of Canada.

Report of the Department of Trade and Commerce for the fiscal year ended June 30, 1906. Part I, Canadian Trade, Ottawa, King's Printer, 1907. Pages 846. Price 50 cents.

ACCORDING to the report of the Department of Trade and Commerce for 1905-6, the trade of Canada showed an increase over the previous year of more than $80,000,000, the increase in imports being $27,450,000 and the increase in exports $53,270,000. The duties collected amounted to $48,737,941 as against $42,905,990 in 1904-5. The total trade of Canada was $550,872,645 compared with $470,151,289 in the previous fiscal year. The trade of Canada with other portions of the British Empire amounted to $227,778,608, an increase of about $40,000,000. Trade with France increased from $8,712,977 in 1904-5 to $9,818,138 in 1905-6, and with Germany from $7,788,793 to $8,912,648 in the same period. Trade with the United States amounted to $278,532,663 compared with

$243,444,961 in the previous year, and with Japan $2,157,031 compared with $2,425,712 in 1904-5.

The sum of $2,440,771 was paid in bounties during the year. The bounty on pig iron amounted to $687,632, on puddled iron bars, $5,875; on steel, $941,000; on manufactures of steel, $369,832; on lead, $90,196; on binder twine, $15,079, and on crude petroleum, $291,157.

During the year 229,062 vessels, including those employed on inland waters, arrived at and departed from Canadian ports Of these, 188,993 were British and Canadian. The total tonnage of all vessels was 81,056,234.

BRITISH REPORTS.

Housing of the Working Classes.

Report and Special Report from the Select Committee on the Housing of the Working Classes Acts' Amendment Bill, together with the proceedings of the Committee, Minutes of Evidence and Appendix. London, Wyman & Sons, 1906. Pages 592. Price 4s., 9d.

The report of the Select Committee appointed in May, 1906, to consider the Housing of the Working Classes Acts Amendment Bill is set forth in five divisions. The first of these deals with the object of the Bill and its principal proposals; the second part reviews, at length, the existing law; the third considers housing and sanitary administration under four subheads, and the fourth deals with the erection of cottages. The fifth division gives a summary of the recommendations already made in the other divisions of the report.

The object of the present Bill is to facilitate the housing of the working classes in the rural districts, but it is largely confined to amending existing legislation. The Bill proposes, among other things, to enlarge the meaning of the term "cottage" under the act, to increase the duties assigned to the medical health officers, to simplify methods of purchase and empower rural district councils to purchase or rent existing dwellings and raise money for the construction and maintenance of other dwellings. Provision is made for the easier repayment of loans. The time of loans to railway and other companies, societies and individuals for workingmen's houses is to be lengthened from 40 to 50 years.

The committee considered that not only should the Bill and the different phases be investigated, but that conditions of life in the rural districts, in so far as they affected the question, should also be examined into. Their investigation covered the following points:

(*a*) The social and economic reasons which have led to the present congestion of the towns and the want of population in country districts;

(*b*) The state of existing houses in the country, the powers of sanitary control possessed by local authorities, and the way in which those powers have been exercised;

(*c*) The facilities for and obstacles to building workingmen's houses.

(*d*) The opportunities afforded to the working classes of earning their living or supplementing their wages by means of cottage gardens, allotments and small holdings.

It is given as the opinion of the Committee that the persons in distressed circumstances in the larger towns and cities are town bred and not country bred. Of every 10,000 men out of work or but casually employed, the percentage of country-bred men is from 6 to 14 per cent. On the other hand, 46 per cent of the total number employed in a selected number of large undertakings and industries were country-born.

One main reason for the dearth of workmen's houses is the unprofitableness of building cottages not surrounded by land. With land and cottage, a labourer could supplement his wages, thus increasing the value and importance of the plot. The dearth is also ascribed to the fact that the duties of agents of large land owners consist chiefly in collecting rents, and in repairing only when the inspectors serve notice, and to want of means and indifference on the part of small owners. Many powers already on the statutes are not taken advantage of by the district councils on account of the increasing of the rate necessary to cover the expenditures.

Of the recommendations made by the Committee, thirteen are given in the summary. It is advocated that the administration of the public health and Housing

of the Working Classes Act be transferred from the rural district councils to the county councils, the former councils to retain the power concurrently with the county councils to build under Part III of the Housing of the Working Classes Act, 1890; that the medical officers of health and sanitary inspectors be appointed by the county councils, these officers to devote their time exclusively to the carrying out of the law; that a register of survey of all buildings intended for human habitation be compiled and revised periodically, and that the sections of the Public Health Act and Housing Act which deals with sanitary defects be widened in their meaning. A register of plans and specifications of model cottages to be kept by the Local Government Board is also recommended, as is a simplification of the law under the Public Health and Housing Acts , and of that part of the law acquiring land compulsorily. The final recommendations of the Committee are that the Treasury should lend money for the purposes specified in the report at the lowest rate at which the treasury can themselves borrow, under certain conditions, to (a) local authorities(county and rural district councils), and (b) Public Utility Societies, and that grants from the Exchequer be administered by and allocated to county councils at the discretion of the Local Government Board.

The full text of the Bill forms one of the appendices to the Report.

UNITED STATES REPORTS.

Industrial Statistics of Iowa.

Twelfth report of the Bureau of Labour Statistics for the State of Iowa for the year 1905. Des Moines, State Printer, 1907. Pages 272.

The report of the Bureau of Labour Statistics of Iowa for the year 1905 contains statistics relating to factory inspection, accidents, graded wages, salaries, new industries, individual wage earners, railway employees and immigration. The condition of the canning industry of the state and the employers statistical report are also included and treated briefly.

Industrial Statistics of Maine.

Twentieth Annual Report of the Bureau of Industria and Labour Statistics for the State of Maine, 1906 Augusta, State Printer, 1907. Pages 222.

The annual report of the Bureau of Statistics of Maine for 1906 deals among other subjects, with factories erected in the state during the year, trade unions, manufacturing industry, and the pulp and paper industry. The report of the Inspector of Factories and Workshops is appended to the general report of the Bureau.

Conciliation and Arbitration in Indiana.

The Fifth Bi-ennial report of the Indiana Labour Commission for the years 1905 and 1906. Indianapolis, State Printer, 1906. Pages 152.

A Labour Commission was created by the Legislature of the State of Indiana in 1899 and given power to offer the service of its members as mediators in the event of any dispute arising between employer and employee. The fifth biennial report of the Commission contains a review of 23 cases in which it was connected with investigations of trade disputes. The law creating the commission and defining its powers forms an appendix to the report.

AUSTRIAN REPORT.

Strikes and Lockouts in Austria.

Die Arbeitseinstellungen und Ausperrungen in Oesterreich wahrend des Jahres, 1905. Wien 1906. Pages 420

During the year 1905 there were in Austria 686 strikes compared with 414 in 1904, 99,591 employees being directly affected. There were 188 strikes in the building trades, involving 35,024 men, 76 in the stone, earthern and glass industry, involving 9,832 men; 65 strikes in the metal trades, involving 7,406 men, and 43 strikes in the mining industry, involving 10,100 men. In the textile trades 54 strikes directly affected 5,866 men, and in the clothing trades 46 strikes affected 7,525 work people. There were in all 1,238,458 working days lost compared with 666,658 days lost in 1904.

In addition, 17 lockouts occurred in 1905, in which 11,197 workmen were directly involved.

OTHER REPORTS RECEIVED.

Canada.—Railway Statistics for the Dominion of Canada for the year ended June 30, 1906.

Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada for the fiscal year ended June 30, 1906, Part II, Inspection of weights and measures, gas and electric light.

Census of the Northwest Provinces, Manitoba, Saskatchewan and Alberta, 1906. Population of 1906 compared with 1901 and Summary Statistics of field crops and live stock.

Report of the Royal Northwest Mounted Police, 1906.

Report of the Auditor General for the year ended June 3, 1906, Vol. I, Parts A-L.

Ontario.—Annual Report on Hospitals and Charities for the year ended Sept. 30, 1906.

Annual Report of the Bureau of Industries , 1905, Parts I and II.

Report of the Secretary and Registrar of Ontario for 1905.

Manitoba.—Report of the Department of Agriculture and Immigration for 1905.

Great Britain.—Return re railway servants of certain classes on duty, during July, 1906, for more than twelve hours at a time.

Supplement to the annual report of the Chief Inspector of Factories and Workshops for 1905. Return of persons employed in 1904 in workshops and laundries.

Return of the proceedings of distress committees under the Unemployed Workmen Act, 1905, up to March 31, 1906.

Austria.—Arbeiterverhaltnisse im Ostrau-Karwiner Steinkohlenreviere, II Teil

France.—Rapports annuelle de l'Inspection du Travail, 1905. Annuaire Statistique, 1905.

Italy.—Il Lavoro notturno deu Panettieri in Milano (Pubblicazioni dell Ufficio del Lavoro dell Società Umanitaria, Milano).

Case Sane Economiche e Popolari (Commune di Venezia).

New Zealand.—Handbook to the Labor Laws of New Zealand. The New Zealand Department of Labour: Its organization and Work.

Miscellaneous.—Quarterly Report of the General Federation of Trade Unions, December, 1906.

Twelfth Annual Report of the Women's Industrial Council, 1905-6.

Labour Laws for Women in the United States (published by the Woman's Industrial Council, London, Eng.)

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

QUEBEC CASES.

Defective Appliances.

IN the case noted at page 940 of the Feb. 1906, number of the *Labour Gazette*, an appeal was taken by defendants to the Court of Appeal on numerous grounds.

Judgment has recently been given dismissing the appeal and affirming the verdict and judgment in favour of plaintiff, two of the judges dissenting.

(Regan v. Montreal Light, Heat & Power Co., 20th February, 1907.

Damages Due to Defective Condition of Plant.

On the 7th May last, plaintiff, an employee of defendant, was engaged in unloading cement from a steamer at the port of Montreal, when according to his own statement the wheel-barrow which was being pushed by another labourer suddenly dropped into a hole in the gangway. At the time, plaintiff was holding the barrels on the wheel-barrow, and he alleged the jolt caused one of the barrels to drop off and fall on his right foot, which was badly crushed. He further alleged that the hole in the gangway had been covered with a sheet of iron, but that the sheet had been shifted by the wheel of the barrow with

the above result. He accordingly brought suit against the stevedore for $2,000.00 damages, declaring in support of his claim that the accident was due to defendant's negligence in not keeping the gangway in good condition and that defendant had removed the said gangway after the accident and replaced it with a new one.

The jury was unanimously of opinion that the accident was not due to the fault of the defendant or his servants and the majority came to the conclusion that plaintiff had been injured through his own fault and negligence. The action was accordingly dismissed.

(Sack v. Ferns, 20th Ferbuary, 1907, Archibald, J.)

Damages for Loss of Three Fingers.

In an action in the Supreme Court at Montreal a jury has awarded plaintiff $800.00 damages for the loss of three fingers in an accident whilst he was running a buzz-planer in defendant's factory.

(Lacowitzky v. Canada Car Co., 7th February, 1907, Archibald, J.)

Damages for Death Caused by a Horse's Bite.

An interesting case has just been disposed of in the Superior Court at Montreal. Plaintiff claimed that her husband, Octave Dandenault, died on April 14th, last year, from the effects of a bite by a horse, which he sustained while in the employ of defendants as a driver. The accident occurred on the 3rd February, preceding, deceased being bitten on the arm.

Plaintiff alleged that infection travelled from the wound to the heart, and from thence to the brain, and that her husband died by reason thereof. She claimed damages to the amount of $2,000.00, alleging in support of her demand that although defendants were aware of the fact that the horse was vicious, they, nevertheless, allowed her husband to use it. Deceased was sixty years of age, and was earning $6.00 a week at the time of the accident.

Defendants contended that death was not in any way connected with the bite, as it must have supervened sooner than two months after the accident.

A considerable amount of medical testimony was given and in the result the Court maintained plaintiff's claim to the extent of $1,000.

(Matte v. Meldrum Bros., 26th February, 1907, Fortin, J.)

ONTARIO CASES.

Conviction Under Alien Labour Act Quashed.

In the case noted at page 696 of the December, 1906, number of the *Labour Gazette*, an appeal was taken to the High Court against the conviction made by the Police Magistrate at Toronto, with the result that the conviction was quashed without costs.

The Court held that the meaning of the Alien Labour Act was that it was necessary in order to support the conviction that the defendant had knowingly assisted in importing labour from a foreign country. In this case, it appeared that defendant had not knowingly imported the man complained of from Chicago, but had applied to the Thiel Detective Agency in Toronto, who had supplied the man.

(Rex v. Heintzman, 12th February, 1907, Divisional Court.)

Appeal in Damage Case Dismissed.

In the case noted at page 820 of the January number of the *Labour Gazette*, an appeal by defendants from the verdict and judgment at the trial was dismissed.

(Everett v. Crawford, 18th February, 1907, Divisional Court.)

In the case noted at page 696 of the December number of the *Labour Gazette* an appeal by defendants from the verdict and judgment at the trial was dismissed by a Divisional Court.

(Hutchinson v. Robert Stewart, Ltd., 30th January, 1907.)

Restraint of Trade.

An appeal from the judgment noted at page 929 of the February number of the *Labour Gazette* was dismissed by the Divisional Court.

(Re Campbell & Stratford, 26th February, 1907.)

Defective Machinery.

Plaintiff was employed as a pressman by defendants and while engaged on a machine punching pieces of metal he lost one of his fingers, owing, it was alleged, to the defective condition of the machine, and brought suit to recover damages. Defendants alleged that by reasonable care on the part of plaintiff, the accident could have been avoided. At the trial in the County Court, plaintiff was awarded $200.00 damages. Defendants appealed to the Divisional Court, which affirmed the judgment.

(Whately v. Petrie, 22nd February, 1907, Divisional Court.)

Plaintiff, a workman in the employ of defendants, was operating a surface planing machine in defendant's factory when his hand got caught in the saw and portions of the first, second and third fingers of the left hand were cut off. He claimed that the machine was defective, and that the saw was not properly guarded. Defendants, who are manufacturers of windmills, contended that the plaintiff prior to his employment by them represented to them that he was perfectly capable of operating the machine, which they claimed was properly protected under the Factories Act. The Jury awarded Plaintiff $500 damages.

(Cockcroft v. Monteith-Nixon Co., Ltd., 8th February, 1907, Mabee, J.)

Plaintiff, a machinist, was employed by defendants to operate a machine called a "router." While operating the machine the belt broke and struck plaintiff in the eye destroying the sight. Plaintiff sued for $5,000.00 damages, alleging negligence on the part of defendants in not keeping the machinery in a safe condition. Defendants set up that the accident was owing to plaintiff's own carelessness and negligence. At the trial, the jury found in favour of plaintiff and assessed the damages at $1,000.00 and judgment was entered accordingly. An appeal to a Divisional Court was dismissed with costs.

(Hurst v. Dominion Toilet Brush Co., 26th February, 1907.)

Accident Due to Want of a Proper Light on Steamship.

Plaintiff was a deckhand or watchman on a steamer owned by defendants, and when the ship was docked at Port Arthur fell down an open hatchway and was injured. The negligence alleged was in leaving the hatchway open and in not providing a light. Defendants contended that the accident was owing to the plaintiff's own want of care. At the trial, plaintiff recovered a verdict, which was sustained by a Divisional Court.

(Storey v. New Ontario S. S. Co., 4th February, 1907.)

Accident Due to Defective system of Accomplishing Work.

Plaintiff was employed upon a boat of defendants, working in the hold at a chain-bucket for taking up coal out of the hold. He alleged that the bucket was lowered without warning, and that it struck and injured him. The claim made under the Workmen's Compensation Act was abandoned at the trial, plaintiff relying on his claim at Common Law, and the jury found that the system of performing the work was defective and awarded $1,500.00 damages. An appeal from the judgment at the trial was dismissed by a Divisional Court.

(Houryluk v. C. P. R. Co., 4th February, 1907.)

Damage Suit Settled Out of Court.

In an action brought by the widow of George H. Hemphill, a fireman in the employ of the Michigan Central Railway, who was killed in a collision between his train and a train of the defendants, the Pere Marquette Railway in August last near St. Thomas, Ontario, a settlement has been arrived at, whereby plaintiff gets $3,200.00 damages and costs.

(Hemphill v. Pere Marquette Railway.)

BRITISH COLUMBIA CASE.

Damages for Loss of an Arm.

In an action brought by plaintiff to recover damages from defendants for the loss of his right arm whilst employed in

one of defendant's collieries at Coal Creek in June last, a jury awarded damages to the extent of $2,250.00.

(Snow v. Crow's Nest Pass Coal Co., 15th February, 1907.)

ENGLISH CASES.

Compensation for Injuries.

A workman having been injured by an accident, his employer agreed to pay him a certain sum per week, and a memorandum of this agreement was duly registered. Upon an application by the employer more than a year afterwards, the County Court Judge ordered that the agreement "be this day terminated, and that the weekly payments to the workman thereunder be ended accordingly." The workman subsequently applied to the County Court Judge to review and increase the weekly payments. The Court held that, as the weekly payments had been ordered to be ended and the agreement terminated, there was no jurisdiction to increase the weekly payments.

(Nicholson v. Piper, 18th December, 1906, Court of Appeal.)

A workman was employed in a factory at a circular saw which was driven by machinery. His duty was to hold the wood and guide it when it was being sawn. He was told on several occasions, both by his employer and by the factory inspector, to keep the guard upon the saw when it was in use. The object of the guard was to prevent the wood which was being sawn, if it was jerked up, from being caught by the teeth at the back of the saw and hurled about the workshop, to the danger of those at work there. The workman had worked for several years at circular saws before the guard was invented, and had a great aversion to using a guard. Upon the day in question, he intentionally did not place the guard upon the saw when using it, and the piece of wood which was being sawn jerked up and was hurled by the saw against him, and he was killed. The County Court Judge found that the injury to the workman was not attributable to his serious and wilful misconduct within s. 1, subs. 2 (c), of the Workmen's Compensation Act, 1897, and made an award of compensation in favour of his widow. On appeal, it was held that the injury was caused by the serious and wilful misconduct of the workman, and that his widow was not entitled to compensation under the Act.

(Brooker v. Warren, 19th December, 1906, Court of Appeal.)

Sick Benefits and Wages.

The plaintiff, who was in the service of a Railway Company, signed an undertaking to obey the rules of the Company. By one of the rules he was required to (and did) join the Railway Company's Friendly Society, which was independent of the Company, but to the funds of which the Company contributed. Under the rules of the Friendly Society a member was entitled to sick pay during sickness, but not while receiving wages from the Company. In August, 1904, the plaintiff became ill, and received sick pay for a fortnight, during which time he did not ask for or receive wages. In February, 1905, he became ill again, and received sick pay until the following September, when the Company gave him notice to terminate his employment. He claimed wages from February, 1905, until his discharge. It was held by the Court that he was not entitled to wages during that period.

(Niblett v. Midland Railway Co., 17th January, 1907, Divisional Court.)

Employers' Liability.

The defendant, who was a master stevedore, contracted with a shipowner to unload a cargo of sugar from his ship. The sugar, which was in bags, was unloaded by means of a derrick attached at one end to the mast by a shackle and pin. While some of the bags were being hoisted out by the derrick the pin came out and the bags fell on the plaintiff, who was employed on the work by the defendant, and injured him. There was evidence that the pin was worn and was not safe for use; and there was evidence that it was usual as between shipowners and stevedores that the former should provide all the appliances including the derrick for unloading, except ropes, slings, and chains to put round the goods

to be discharged, and that the derrick, shackle and pin belonged to the shipowner. In an action to recover damages under s. 1, subs. 1, of the Employers' Liability Act, 1880, for negligence in providing defective plant, the County Court Judge held that the stevedore was not liable for a defect in the ship's tackle, and he withdrew the case from the jury. The Divisional Court affirmed this judgment. On further appeal it was held that if a stevedore used plant which did not belong to him, he had cast upon him a duty towards his workmen of taking reasonable care to see that the plant was fit for the purposes for which it was required; and that therefore the case ought to have been left to the jury.

(Biddle v. Hart, 24th January, 1907, Court of Appeal.)

In the case noted at page 1180 of the April, 1906, number of the *Labour Gazette*, the Court of Appeal has reversed the decision of the Divisional Court, holding, that, on the facts, the defendants, who appointed and paid, and who could dismiss, the driver, had control over him at the time of the injury, and were, therefore, liable to the plaintiff.

(Dewar v. Tasker & Sons, Ltd., 23rd January, 1907, Court Appeal.)

The plaintiff was, by an agreement in writing, engaged by the defendants at a weekly salary to take part in the chorus in a pantomime, which was to be produced at Drury Lane Theatre. By the agreement the defendants were not to be liable to the plaintiff for personal injury under the Employers' Liability Act, 1880. During one of the performances the plaintiff was injured by something falling on her head. In an action against the defendants to recover damages, alleging negligence either on the part of the scene shifters in letting fall a piece of machinery, or on the part of the defendant's manager, it was held that the doctrine of common employment applied, and the plaintiff could not recover. It was held further, that the express exception of liability under the Employers' Liability Act, 1880, did not affect the implication of non-liability for injury caused by the negligence of a fellow servant.

(Burr v. Theatre Royal, Drury Lane, Ltd., 7th February, 1907, Court of Appeal.)

ADMINISTRATION OF THE ALIEN LABOUR ACT—PAYMENT OF A PORTION OF PENALTIES TO INFORMERS.

IN two recent cases in which convictions were obtained under the Alien Labour Act, payment of a portion of the penalties was made by the Receiver General of Canada, acting on the recommendation of the Minister of Labour, to the informers by whom the suits were instituted and the convictions secured. The section of the act under which this action was taken by the Receiver General is as follows:

"The Receiver General may pay to any informer, who furnishes original information that the law has been violated such a share of the penalties recovered as he deems reasonable and just, not exceeding 50 per cent., where it appears that the recovery was had in consequence of the information thus furnished."(*)

The portion of the penalty recommended to be paid over was in each of the above cases the maximum allowed by the act, namely, fifty per cent.

Conviction of the Board of Harbour Commissioners of Montreal.

On July 30, 1906, the Board of Harbour Commissioners of Montreal was fined $100 in the Recorder's Court for an infraction of the Alien Labour Act (**). In the following month application was made to the Hon. the Minister of Finance by the solicitors for the informer in the action, Pierre Robidoux, of Verdun, Montreal, for fifty per cent. of the penalty imposed. During the same month a communication was addressed to the Hon. the Minister of Finance by the Secretary of the Board of Harbour Commissioners, asking whether in view of the fact that costs to the extent of $431.75 had been already paid to the attorney of the informer, and to the extent of $533.45 to

(*) R. S. C., 1906, Chapter 97, Section II.

(**) Detailed information with regard to the nature of the offence and the proceedings before the court was published in the *Labour Gazette*, for August, 1905, June, 1906 and August, 1906, at pages 229, 1392 and 215, respectively.

the Board's attorneys, the payment of the fine of $100 imposed by the Recorder would be exacted. The matter of these communications was referred during the month of January, 1907, to the Department of Labour, and it was urged by the Departmtnt that no power was given to the Department of Finance under the act to go beyond the judgment of a court of law to exempt a party from a fine imposed. The Department of Labour also recommended that the full percentage of the fine which the act allows, namely, fifty per cent., be paid to the informer. In accordance with this recommendation a cheque for $50.00 in favour of Pierre Robidoux was received on January 29 at the Department of Labour from the Department of Finance and was duly forwarded to his solicitors.

Conviction of Manager of Union Life Insurance Company.

During the month of January, 1906, Mr H. Holman Evans, manager of the Union Life Assurance Company, was fined $50 by the Police Magistrate of Toronto for having induced one Albert Fookes to come to Canada from the United States in violation of the provisions of the Alien Labour Act. An appeal was taken by the defendant on a writ of *certiorari* to the Divisional Court of the High Court of Justice and the decision of the police magistrate was sustained (†). On November 16, 1906, application was made to the Department of Labour by the solicitors of the private prosecutor in this action for one half of the penalty imposed, namely, $25.00. The application was forwarded to the Department of Finance with a recommendation that the request contained therein be granted, and that a cheque be issued to be transmitted to the solicitor for the informer. In this case representations had been made to the Receiver General by the counsel of the Union Life Assurance Company to the effect that the action had been brought through malice by the informer for having been discharged by the company, and that the payment of a portion of the penalty should, on this ground, be withheld. The Department of Labour maintained that as the Alien Labour Act had, according to the decisions of both the magistrate and the Divisional Court, been violated, it was impossible to go beyond the findings of the court to decide upon the motives which might have actuated the informer, and that the Department was concerned only with the fact that the law had been violated, and that in so far as was possible such action should be taken as would prevent future violations. It was therefore recommended that the maximum amount of the penalty allowed by the law should be paid to the informer in this case. Pursuant to this recommendation a cheque for $25.00 was issued by the Receiver-General during January, 1907, and forwarded to the informer's solicitors by the Department of Labour.

† See February, 1906, and November, 1906, issues of the *Labour Gazette*, pages 943 and 580, respectively, for detailed information as to nature of proceedings.

APPENDIX

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA.

DEPARTMENT OF LABOUR.
DIRECTORY OF LABOUR ORGANIZATION, 1907.

Locality.		Name and Number of Organization.	Secretary.	Secretary's Address.
		Congresses and Associations.		
—	—	Trades & Labour Congress of Canada	P. M. Draper	Box 1017, Ottawa.
—	—	National Trades and Labour Congress	T. J. Griffiths	188 Fullum St., Montreal.
—	—	Canadian Association of Masters & Mates	Wm. Ireland	Parry Sound, Ont.
—	—	Hotel and Restaurant Employees' National Assn. of Canada	A. Dubois	25 Labelle Ave., Montreal.
—	—	Grand Council National Association, Marine Engineers	Neil J. Morrison	St. John, N. B.
—	—	Provincial Workmen's Association	John Moffatt	Old Bridgeport, N. S.
		Trades and Labour Councils.		
Nova Scotia—				
Amherst		Amherst T. & L. Council	Geo. Strang	Amherst, N. S.
Halifax		Halifax T. & L. Council	M. J. Doyle	20 Cornwallis St., Halifax, N.S.
Sydney		Sydney T. & L. Council	John McNeil	Sydney, N. S.
New Brunswick—				
Moncton		Moncton T. & L. Council	Lorne W. Steeves	Moncton, N. B.
St. John		St. John T. & L. Council	W. H. Coates	Box 352, St. John, N. B.
Prince Edward Island—				
Charlottetown		Charlottetown T. & L. Council	Harry Corcoran	Box 203, Charlottetown, P.E.I.
Quebec—				
Grandmere		Grandmere T. & L. Council	D. McDonald	Grandmere, Que.
Montreal		Montreal T. & L. Council		137a St. Elizabeth St., Montreal.
"		National T. & L. Council	A. Dubois	25 Labelle Ave., Montreal.
Quebec		National Central T. & L. Council	J. P. Simard	75 Ste. Therese St., Quebec,
"		Quebec & Levis Federated T. & L. Council	Francis Petitclerc	88 Richelieu St., Quebec.
Ontario—				
Berlin		Berlin T. & L. Council	J. H. Heimbecker	Box 150, Berlin. Ont.
Brantford		Brantford T. & L. Council	Frank Mather	Box 365, Brantford, Ont.
Brockville		Brockville T. & L. Council	Jas. Allen	Brockville, Ont.
Collingwood		Collingwood T. & L. Council	Chas. J. Hunt	Box 441, Collingwood, Ont.

Chatham	Chatham T. & L. Council	James LeBer	Chatham, Ont.
Dundas	Dundas T. & L. Council	W. Nelson	Dundas, Ont.
Galt	Galt & Preston T. & L. Council	A. M. Henderson	Galt, Ont.
Guelph	Guelph T. & L. Council	William Heatley	Guelph, Ont.
Hamilton	Hamilton T. & L. Council	H. J. Halford	Box 323, Hamilton, Ont.
Kingston	Kingston T. & L. Council	Joseph Campbell	Kingston, Ont.
London	London T. & L. Council	Wm. Ball	London, Ont.
Midland	Midland Industrial Council	William Clegg	Midland, Ont.
Niagara Falls	Niagara Falls T. & L. Council	Wm. M. Church	Niagara Falls, Ont.
Ottawa	Ottawa Allied T. & L. Association	E. Cadieux	387 King St., Ottawa, Ont.
Ottawa	National T. & L. Council	Samuel Kennedy	60 Chapel St., Ottawa, Ont.
Peterborough	Peterborough T. & L. Council	Walter Tighe	Peterborough, Ont.
St. Catharines	St. Catharines T. & L. Council	J. D. Wright	183 Church St., St. Catharines
St. Thomas	St. Thomas T. & L. Council	H. W. Smith	St. Thomas, Ont.
Sarnia	Sarnia T. & L. Council	Thomas C. Sloane	Sarnia, Ont.
Stratford	Stratford T. & L. Council	Fred. J. Todd	Box 329, Stratford, Ont.
Toronto	Toronto District Labour Council	John Gardiner	Labour Temple, Toronto, Ont.
Wallaceburg	Wallaceburg T. & L. Council	James Lucas	Box 219, Wallaceburg, Ont.
Windsor	Windsor T. & L. Council		Windsor, Ont.
Woodstock	Woodstock T. & L. Council	A. E. Starr	Woodstock, Ont.
Manitoba—			
Brandon	Brandon T. & L. Council	W. Head	536 Fifth St., Brandon, Man.
Winnipeg	Winnipeg T. & L. Council	J. L. McBride	148 Austin St., Winnipeg, Man.
Winnipeg	C. P. R. Trades Council	G. Earle	650 Alexander Ave., Winnipeg.
Alberta—			
Calgary	Calgary T. & L. Council		Box 732, Calgary, Alta.
Edmonton	Edmonton T. & L. Council	J. G. Parks	Box 125, Edmonton, Alta.
Lethbridge	Lethbridge T. & L. Council	B. G. Hamilton	Lethbridge, Alta.
Medicine Hat	Medicine Hat T. & L. Council	H. Stephenson	Medicine Hat, Alta.
Saskatchewan—			
Moose Jaw	Moose Jaw T. & L. Council	Ed. Stephenson	Moose Jaw, Sask.
Regina	Regina T. & L. Council	J. Norris	Regina, Sask.
British Columbia—			
Fernie	Fernie T. & L. Council	Geo. Mickle	Fernie, B. C.
Nelson	Nelson T. & L. Council	E. Kilby	Nelson, B. C.
Revelstoke	Revelstoke T. & L. Council	J. Parsons	Revelstoke, B. C.
Vancouver	Vancouver T. & L. Council	E. Harper	Union Hall, Vancouver, B. C.
Victoria	Victoria T. & L. Council	C. Sivertz	20 North Road, Victoria, B. C.

Federations of Trade Unions.

Nova Scotia—			
Port Joli	Fishermen's Union of Nova Scotia	Bernard Cummings	Port Joli, N. S.
Quebec—			
Montreal	Inter. Bricklayers' and Masons' Provincial Conference Board of Que.	J. H. Bernier	1214 St. Hubert St., Montreal.
"	Building Trades Section, Montreal T. & L. Council	E. Pelletier	137a St. Elizabeth St., Montreal.
"	District Council of the United Bro. of Carpenters and Joiners	Joseph Ainey	137a St. Elizabeth St., Montreal.
"	Federation Canadienne de Cordonniers Bureau Exécutif	Ls. LaVailliere	1476 St. Catherine St., Montreal.

TABLE OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of organization.	Secretary.	Secretary's Address.
Montreal (Continued)	Joint Council of Boot and Shoe Workers	Z. L. Esperance	784 St.Catherine E St., Montreal
"	Federation of Textile Workers of Canada	Victor Desparois	Box 192, Hochelaga, Montreal
Ontario—			
Guelph	Guelph Building Trades Council	John Dempsey	Guelph, Ont.
Hamilton	Hamilton Building Trades Council	T. Bond	129 Birge St., Hamilton, Ont.
"	District Council No. 14, U. G. W. A.,	J. Madigan	46 Murray St., W., Hamilton.
Kingston	Kingston Building Trades Council	Alex. J. Murray	160 Rideau St., Kingston, Ont.
London	London Allied Printing Trades Council	E. Chalcroft	350 Lyle St., London, Ont.
"	London Building Trades Council	James Dunn	665 Princess Ave., London, Ont.
Niagara Falls, N. Y.	Inter. District Councils of Locals of Bro. Painters, Decorators and Paper Hangers	Christopher Schacht	910 Buffalo Ave., Niagara Falls
Ottawa	Ottawa Building Trades Council	M. F. Mead	276 Murray St., Ottawa, Ont.
"	Ottawa Allied Printing Trades Council	F. J. Hamon	46 Cathcart St., Ottawa, Ont.
St. Catharines	St. Catharines Building Trades Council	W. Adams Beatty	114 King St., St. Catharines, Ont
Toronto	Federated Council of Building Trades	F. C. Weese	62 Sorauren Ave., Toronto, Ont.
"	District Lodge No. 46, Inter. Ass'n of Machinists	H. Bryson	275 Arthur St., Toronto, Ont.
"	Inter. Woodworkers' Council	Thos. Taylor	130 Simcoe St., Toronto, Ont.
"	Allied Printing Trades Council	H. Blencoe	109 Wilton Ave., Toronto, Ont.
"	District Council No. 13, U. G. W. of A	M. Stewart	180 Carlton St., Toronto, Ont.
"	Joint Council Inter. Bro. of Teamsters	J. S. Robinson	63 Wolseley St., Toronto, Ont.
Woodstock	Iron Molders' Conference Bd. of Ontario	F. O. Burgess	Woodstock, Ont.
Manitoba—			
Winnipeg	Winnipeg Building Trades Council	A. W. Porter	756 Beverley St., Winnipeg.
"	Carpenters' Dist. Council	W. H. Reeve	380 Spence St., Winnipeg, Man.
Saskatchewan—			
Moosejaw	District Lodge, No. 34, Inter. Ass'n Machinists	Jas. Somerville	Moosejaw, Sask.
Alberta—			
Edmonton	Building Trades Council	G. Pack	Edmonton, Alta
British Columbia—			
Fernie	Dist. Union (U. M. W. of A., No. 18)	John N. Howbrook	Box 341, Fernie, B. C.
Vancouver	Vancouver Allied Printing Trades Council	J. F. McConnell	408 Georgia St. Vancouver, B.C.
"	United Carpenters' Council	R. H. Morrison	American House, Powell St., Vancouver, B. C.
	Trade Unions.		
Nova Scotia—			
Amherst	United Bro. of Carpenters and Joiners, No. 1788	J. C. Drysdale	Box 576, Amherst, N. S.

Amherst—*Continued*	Iron Moulders' Union of N. A. No. 253	Jas. Duxbury	Box 394, Amherst, N. S.
"	Journeymen Tailors' Union, No. 183	Carl Rockwell	Amherst, N. S.
Big Glace Bay	Wilson Lodge, P. W. A.	Wm. R. McDonald	Big Glace Bay, N. S.
Bridgeport	Island Lodge, P. W. A., No. 9	William Lockman	Bridgeport, N. S.
Bridgetown	United Bro. of Carpenters & Joiners, No. 1538	E. C. Hall	Bridgetown, N. S.
Broughton	Bellonia Lodge No. 76, P. W. A	D. McDonald	Broughton, N. S.
Chignecto Mines	Lodge No. 54. P. W. A.	Renford McDonald	Chignecto Mines, N. S.
Caledonia Mines	Bay View Lodge, P. W. A., No	Daniel McLean	Caledonia Mines, N. S.
"	Equity Lodge, P. W. A., No. 11	Henry McVicar	Caledonia Mines, N. S.
Clark's Harbor	Station No. 3, Fishermen's Union of N. S	Dan. E. Cunningham	Clark's Harbor, N. S.,
Dominion No. 1	Golden Rule Lodge, P. W. A. No. 28	John R. McNeil	Dominion No. 1, N. S.
" No. 1	Kimberley Lodge, P. W. A., No. 33	Jas. McLeod	Dominion No. 1, N. S.
" No. 3	Olive Lodge, P. W. A., No. 36	Thos. Scott	Dominion No. 3, N. S.
" No. 3	Standard Lodge, P. W. A., No. 66	John Marsh	Dominion No. 3, N. S.
Framboise	Fishermen's Union of Nova Scotia, Station 18	D. H. MacDonald	Framboise, N. S.
Glace Bay	Queen Lodge, P. W. A., No. 37	John McPherson	Glace Bay, N. S.
"	Bro. of Locomotive Engineers, No. 581, Atlantic Division	Dan. P. MacKenzie	King Edw. St., Glace Bay, N.S.
"	Bro. of Railroad Trainmen, No. 684	J. W. Morris	Glace Bay, N. S.
"	United Bro. of Carpenters and Joiners, No. 1278	Alex. E. McKinnon	Glace Bay, N. S.
Halifax	Bricklayers and Masons Union of Nova Scotia, No. 1	William Harraher	37 Granville St., Halifax, N. S.
"	United Bro. of Carpenters and Joiners, No. 83	James P. Flanigan	238½ Gottingen St., Halifax, N.S
"	Bro. of Painters and Decorators Union No. 425	Thomas Sheehan	1 Longard Rd., Halifax, N. S.
"	Journeymen Plumbers Union	D. P. O'Neil	85 Gerrish St., Halifax, N. S.
"	Granite and Freestone Cutters Union	Jas. A. Merlin	78 Pepperell St., Halifax, N. S.
"	Builders Labourers Union, No. 185	John Downing	79 Cornwallis St., Halifax, N. S.
"	Inter. Association of Machinists No. 78	Ed. Phelan	88 North St., Halifax, N. S.
"	Inter. Bro. of B. M. and Iron Ship Workers, No. 285	Richard Ogilvie	82 Gerrish St., Halifax, N. S.
"	Shipwrights and Caulkers Association	D. K. O'Brien	66 West St., Halifax, N. S.
"	Journeymen Horseshoers' Union No. 150	Charles Jordan	117 Maitland St., Halifax, N. S.
"	Iron Moulders' Union of N. A., No. 171	Jas. A. Lilley	5 School St., Halifax, N. S.
"	Bro. of Railway Carmen (Victoria Lodge) No. 167	H. Greenough	45 East Young St., Halifax, N.S.
"	Bro. of Freight and Baggagemen, Div. 78	Walker Robertson	Truro, N. S.
Halifax	Inter. Typo. Union No. 130	Gordon H. Merlin	Box 492, Halifax, N. S.
"	Journeymen Tailors' Union, No. 409	W. J. Croke	37 Dresden Row, Halifax. N. S.
"	Bro. of Locomotive Engineers, Halifax Division, No. 247	James Clark	18 Russell St., Halifax, N. S.
"	Bro. of R. Trainmen, Evangeline Lodge, No. 350	C. E. Steele	210 Brunswick St., Halifax. N.S.
"	Freight Handlers, I. C. R., Traffic Association	J. Feltham	I.C.R. Freight Shed, Halifax, NS
"	Bro. of Ry. Clerks, No. 44	S. W. Fidler	Halifax, N. S.
"	Teamsters' and Stablemen's Union	H. Ryerson	94 Queen St., Halifax, N. S.
"	Federated Association of Letter Carriers, No. 9	J. F. Day	42 Macara St., Halifax, N. S.
"	The Clerk's Association of Halifax	C. E. Smith	120 Windsor St., Halifax. N. S.
"	Maple Leaf Lodge, No. 63, P. W. A	Jas. McLellan	3 School St., Halifax, N. S.
"	Commercial Telegraphers' Union of America, No. 102	J. A. Chisholm	Box 299, Halifax, N. S.
Inverness	Star Lodge P. W. A., No. 41	D. Holland	Inverness, N. S.
Joggins Mines	Prosperity Lodge, P. W. A., No. 72	Ed. D. Smith	Joggins Mines, N. S.
"	Holdfast Lodge, P. W. A., No. 27	Geo. Walker	Joggins Mines, N. S.
"	Moffatt Lodge, P. W. A., No. 79	M. B. Haeg	Joggins, N. S.
Kentville	Bro. of Locomotive Firemen, Golden Rod Lodge, No. 504	Frank Andrews	Kentville, N. S.
"	Bro. of Railroad Trainmen No. 723	Arthur Frizzell	Kentville, N. S.
Little Bras d'Or	Fishermen's Union of Nova Scotia, Station 17	John McDonald	Little Bras d'Or, N. S.
Little Harbor	Station No. 2, Fishermen's Union of Nova Scotia	M. C. Swim	Little Harbor, N. S.
Liverpool —N. S	Fishermen's Union of Nova Scotia, Station 14	Wm. H. Hartman	Western Head, N. S.
Louisburg	Samson Lodge, P. W. A., No. 44	Lauchlin McQueen	Louisburg, N. S.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Lingan	Fishermen's Union of Nova Scotia, Station 16	Isaac O. Quinn	Lingan, N. S.
Londonderry	Iron Clad Lodge, No. 53, P. W. A.	John F. Meagher	Londonderry, N. S.
Lower River Hebert	Shamrock Lodge, P. W. A.	John Taylor	Strathcona Mines, Lower Riv. Hebert, N. S.
Mainadieu	Fishermen's Union of Nova Scotia	D. Scott	Mainadieu, N. S.
Mulgrave	Gibraltar Lodge, P. W. A., No. 46	C. Bruce Scott	Mulgrave, N. S.
New Aberdeen	Aberdeen Lodge, P. W. A., No	John McIntosh	New Aberdeen, N. S.
Glace Bay	Power Lodge, P. W. A., No. 29	A. McNeil	Box 138, Glace Bay, N. S.
New Aberdeen	Keystone Lodge, P. W. A.	Murdoch McPherson	New Aberdeen, N. S.
"	Redpath Lodge, P. W. A., No. 68	John Legatt	New Aberdeen, N. S.
"	Ironside Lodge, P. W. A., No. 56	John R. McNeil	New Aberdeen, N. S.
North Sydney, C. B.	Port Cabot Lodge, P. W. A.	D. McDonald	North Sydney, N. S.
No. 3 Mine via Glace Bay	Standard Lodge, P. W. A., No. 66	Angus O'Handley	No. 3 Mine, N. S. *via* Glace Bay.
Parrsboro	Black Diamond Lodge, P. W. A.	Leonard McLauchlin	Parrsboro, N. S.
Port Hood	Sea Side Lodge. P. W. A., No. 43	A. G. McLellan	Seaside, C. B., N. S.
Port Joli	Station No. 4, Fishermen's Union of Nova Scotia	Arthur B. Macdonald	Port Joli, N. S.
Port Morien	Morien Lodge, P. W. A., No. 52	Duncan Macdonald	Port Morien, N. S.
Port Morien	Fishermen's Union of Nova Scotia, Station 15	Fred. Plash	Port Morien, N. S.
Point Tupper	Eden Lodge, P. W. A., No. 47	J. P. Williams	Point Tupper, N. S.
Reserve Mines	Unity Lodge, P, W. A., No. 10	Ronald Nicholson	Reserve Mines, N. S.
Springhill	Pioneer Lodge, P. W. A., No. 1	Wm. Watkins	Springhill, N. S.
"	Mechanics' Lodge, P. W. A., No. 23	Wm. Watkins	Springhill, N. S.
River Hebert	Mayflower Lodge, P. W. A., No. 69	Harry Hannah	River Hebert, N. S.
Mabou Mines	Mabou Lodge, No. 75, P. W. A.	Alex. McEachran	Mabou Mines, N. S.
Stellarton	United Bro. of Carpenters and Joiners, No. 1501	T. F. Gosbel	Stellarton, N. S.
"	Buller Lodge, P. W. A., No. 31	Wm. Arthrell	Stellarton, N. S.
"	Consolidation Lodge, P. W. A., No. 45	Jas. Blair	Stellarton, N. S.
"	Order of R. Conductors, Mt. Rundell Division, No. 420	D. J. McDonald	Stellarton, N. S.
"	Bro. of Locomotive Engineers, Acadia Division, No. 586	R. A. Sutherland	Box 586, Pictou, N. S.
"	Bro. of Locomotive Firemen, Stella Lodge, No. 520	W. H. McKinnon	Stellarton, N. S.
"	Bro. of R. Trainmen, Eastern Star Lodge, No. 500	J. H. Shaw	Stellarton, N. S.
"	Order of R. Telegraphers, No. 103	N. G. Munroe	Box 152, Stellarton, N. S.
"	Inter. Bro. M. W., Employees, Division No. 137	Robt. Stewart	Stellarton, N. S.
Sydney	Bricklayers', Masons' and Plasterers' Union No. 2	G. Bert Bennett	Box 34, Sydney, N. S.
"	United Bro. of Carpenters and Joiners, No. 1588	H. J. Gregory	Sydney, N. S.
"	Iron Moulders' Union of N. A., No. 324	Vincent Tobin	116 George St., Sydney, N. S.
"	Inter. Bro. Electrical Workers, No. 384	Oscar L. Boyd	Box 415, Sydney, N. S.
"	Journeymen Barber's Union No. 510	Richard Connolly	Dorchester St., Sydney, N. S.
"	Order of Ry. Telegraphers, No. 133	M. D. E. McKeigan	Leitche's Creek, N. S.
"	Bro. of Locomotive Engineers, No. 663	W. E. Atkinson	Box 369, Sydney, N. S.
"	Bro. of Locomotive Firemen, No. 329	Albert Hurst	Box 284, Sydney, N. S.

Sydney—*Continued*	Bro. of R. Trainmen, No. 554	Archy McDonald	Box 230, Sydney, N. S.
"	Order of Railway Clerks of America, No. 72	A. W. Taylor	Sydney, N. S.
"	Bro. of Railroad Freight and Baggagemen, Div. 79	Ross H. Baker	Sydney, N. S.
"	Bro. of Maintenance of Way, No. 386	Peter Johnston	17 Harrington St., Sydney, N.S.
"	Coronation Lodge, P. W. A., No.	Robt. Dunlop	Sydney, N. S.
"	Bro. of Railway Carmen, No. 306	Chas. Murdock	Sydney, N. S.
Sydney Mines	Roberts' Lodge, P. W. A., No. 35	Leslie Fraser	Sydney Mines, N. S.
"	Drummond Lodge, P. W. A., No. 8	John McDonald	Sydney Mines, N. S.
"	Pretoria Lodge, No. 77, P. W. A.	Jas. D. McLennan	Sydney Mines, N. S.
Thorburn	Kitchener Lodge, P. W. A., No. 42	Bruce Macdonald	Thorburn, N. S.
Truro	O. R. C. Howe Division, No. 203	John R. Fisher	Truro, N. S.
"	Bro. of Locomotive Engineers, Granite Rock Division No. 149	Geo. Feetham	Box 223, Truro, N. S.
"	Bro. of Locomotive Firemen, Sunbeam Lodge, No. 171	T. G. Dickson	Box 239, Truro, N. S.
"	O. of R. Telegraphers, No. 66	Geo. O. Forbes	Springhill Junction, N. S.
"	Bro. of Railroad Trainmen, Peninsula Lodge, No. 234	Al. Fisher	Box 64, Truro, N. S.
"	Bro. of Maintenance of Way Employees, Truro Division, No. 154	Thos. Harrison	Salt Springs Stn., N. S.
"	Onward Lodge, P. W. A.,	John McBeth	Truro. N. S.
Westville	Strathcona Lodge, P. W. A., No. 33	Jas. G. Mackenzie	Box 208, Westville, N. S.
"	Ladysmith Lodge, P. W. A.,	Hugh McDonald	Westville, N. S.
Wood's Harbour	Station No. 1, Fishermen's Union	Calvin Chetwynd	Wood's Harbour, N. S.
New Brunswick—			
Campbellton	Inter. Association of Machinists, No. 448	J. W. Parker	Box 353, Campbellton, N. B.
"	Bro. of Locomotive Engineers, Snow Drift Division No. 138	John Gilker	Campbellton, N. B.
"	Bro. of Locomotive Firemen, No. 453	Cameron Mann	Campbellton, N. B.
"	Order of R. Telegraphers, No. 61	R. A. McMillan	Eel River Crossing, N. B.
Moncton	Bro. of R. Trainmen, Morrissey Rock Lodge, No. 256	F. M. Flannery	Moncton, N. B.
Campbellton	Inter. Bro. of M. W. Employees, Division No. 110	A. B. Gorham	Campbellton, N. B.
Debec Junction	Bro. of Maintenance of Way Employees, No. 188	Wm. Dorey	Woodstock, N. B.
Fairville	Bro. of Locomotive Firemen, Justice Lodge, No. 357	Adam Campbell	Box 55, Fairville, N. B.
Fredericton	Inter. Typo. Union, No. 664	T. H. Hazlett	Fredericton, N. B.
	Bro. of Maintenance of Way Employees	Fritz Coleman	Fredericton Junction, N. B.
Florenceville East	Bro. of Maintenance of Way Employees, Florenceville Division, 185.	Chalmer Hartley	Florenceville East, N. B.
Gibson	Bro. of Railroad Trainmen, No. 654	Andrew Crookshank	Gibson, N. B.
McAdam Junction	Inter. Association of Machinists, No. 115	F. L. Willis	McAdam, N. B.
"	Inter. Bro. of Boiler Makers' and I. S. B., No. 379	W. C. Evans	McAdam, N. B.
"	Inter. Bro. of Blacksmiths, No. 421	T. Connolly	McAdam Junction, N. B.
"	Bro. of Ry. Carmen of America, Blair Lodge, No. 242	A. F. Herron	McAdam, N. B.
"	Bro. of Maintenance of Way Employees, McAdam Division, No. 175	Harry Fisher, cr. E. E. Nason	McAdam Junction, N. B.
"	Bro. of Ry. Freight and Baggagemen of America No. 147	Geo. H. Nason	Box 13, McAdam Jct., N. B.
Moncton	Inter. Association of Machinists, No. 594	Geo. De Grace	Box 523, Moncton, N. B.
"	Inter. Typo. Union, No. 666	P. D. Ayer	Moncton, N. B.
"	O. R. C. Bartlett Division, No. 214	W. Crockett	Moncton, N. B.
"	Bro. of Locomotive Engineers, Moncton, Division No. 162	Fred. H. Moore	Box 17, Moncton, N. B.
"	Bro. of Locomotive Firemen, Glad Tidings Lodge, No. 233	John E. O'Leary	Box 161, Moncton, N. B.
"	O. of R. Telegraphers, Moncton Division, No. 63	M. McCarron	Moncton, N. B.
"	Bro. of R. Trainmen, Morning Star Lodge, No. 168	J. H. Cochrane	Moncton, N. B.
"	Freight-Handlers' Union	Nathan Leaman	Moncton, N. B.
"	Bro. of Railway Carmen of America, No. 245	John Clarke	Moncton, N. B.
"	Bro. of Maintenance of Way Employees, No. 106	A. H. Somers	Moncton, N. B.
"	Federal Labour Union, No. 20	G. McQuarrie	Freight Dept., I. C. R., Moncton
Nashwaak	Bro. of Maintenance of Way Employees, Nashwaak Div., 186	Alex. Astle	Doaktown, N. B.
Perth Center	Bro. of Maintenance of Way Emps, Perth Juuction Div. No. 170	B. Murphy	Andover, N. B.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Sackville	Iron Moulders' Union of N. A., No. 140	Joseph Bradshaw	Sackville, N. B.
St. George	Granite Cutters' Union	William McMaster	St. George, N. B.
St. John	Bricklayers' & Masons' Union No. 1	Walter Allingham	Union St., St. John, N. B.
"	United Bro. of Carpenters & Joiners of America, No. 919	M. Day	210 Waterloo St., St. John, N. B
"	Painters' National Union, No. 3	Murdoch McLean	209 Duke St., St. John, N. B.
"	Inter. Labourers' Union, No. 301	Thos. A. Nash	8 Market Sq., St. John, N. B.
"	Limeburners' & Quarrymen's Union, No. 11,207	Alex. Macdonald	171 Chesley St., St. John, N. B
"	Iron Moulders' Union of N. A., No. 329	Edward Hart	16 Brindley St . St. John, N. B.
"	Amalgamated Sheet Metal Workers' Union, No. 337	E. Case	126 St. James. St., St.John, N.B
"	Boilermakers' Union and I. S. B	Cornelus King	55 Somerset St., St. John, N. B.
"	Horseshoers' Union, No. 191	Wesley McFarlane	29 City Road, St. John, N. B.
"	Millmen's Union	Frank DeGrasse	604 Main St., St. John, N. B.
"	Shingle Sawyers & Bunchers' Union, No. 9,699	John W. Curry	18 Victoria Lane, St. John, N.B.
"	Lumbermen's Union	W. J. Kelly	Indiantown, N. B.
"	Inter. Pressmen's & Assistants' Union, No. 36	Fred. Dunfield	67 Brussels St., St. John, N. B.
"	Inter. Typographical Union, No. 85	Chas. N. Brittain	Box 352, St. John, N. B.
"	Inter. Bro. of Stationary Firemen, No. 36	D. A. Hatfield	99 Orange St., St. John, N. B.
"	Cigarmakers' Inter. Union, No. 349	W. J. Bambury	253 Brittain St., St. John, N. B.
"	O. R. C., New Brunswick, Div., No. 219	J. C. Johnston	248 Chesley St., St. John, N. B.
"	Bro. of Locomotive Engineers, Labour Division, No. 479	C. E. Lamoureux	Fairville, St. John, N. B.
"	Bro. of R. Trainmen, Cantilever Lodge, No. 407	Geo. Cartley	Box 5, Fairville, N. B.
"	Bro. of Maintenance of Way Employees, No. 143	John J. McGillivray	190 Waterloo St., St. John, N. B
"	Bro. of Railway Freight & Baggagemen, No. 76		
"	Longshoremen's & Transport Workers' Association	Joseph O'Neil	Rm. 35, Water St., St. John N.B
"	Freight Handlers (I. C. R.) Federal Labour Union, No. 8	Alex. P. Wallace	13 Clarence St., St. John, N. B.
"	Team Drivers' Inter. Union, No. 535	John Bain	11 Sewell St., St. John, N. B.
"	Railway Clerks' Union, No. 32	H. H. James	102 Wright St., St. John, N. B.
"	Stationary Firemen, No. 36,	D. A. Hatfield	99 Orange St., St. John, N. B.
"	National Association of Marine Engineers, No. 2	G. T. G. Blewett	65 Harrison St., St. John, N. B.
"	Street Labourers' Union, No. 259	E. Logan	78 Kenney St., St. John, N. B.
"	Federal Labour Union, No. 3	P. C. Sharkey	32 Paddock St., St. John, N. B.
St. Leonard,	Bro. of Maintenance of Way Employees, No. 191	Wm. Estey	Grand Falls, N. B.
Westfield Center—	Bro. of Maintenance of Way Employees, Cantilever Div., No. 184	John W. Baird	Fairville, N. B.
Woodstock	Bro. of Locomotive Engineers, No. 341	A. G. McGibbon	Woodstock, N. B.
"	Bro. of Locomotive Firemen, W. J. Ward Lodge, No. 476	Geo. F. McFarlane	Woodstock, N. B.
"	Bro. of R. Trainmen, Woodstock Lodge, No. 523	S. J. McIntosh	Woodstock, N. B.
Prince Edward Island—			
Alberton	Bro. of Maintenance of Way Employees, No. 219	E. Campbell	Alberton, P. E. I.
Charlottetown—	Order of R. Telegraphers, No. 47	W. H. Slackford	Royalty Junction, P. E. I.
"	Bro. of Maintenance of Way Employees, Charlottetown Div. No. 218	Geo. Carson	Milton Station, P. E. I.

Charlottetown (Continued)	Bro. of Ry. Clerks, No. 58	S. F. Hodgson	Charlottetown, P. E. I.
"	P. E. I., Ry. Federal Trades & Labour Union, No. 10	Geo. W. Worthy	Charlottetown, P. E. I.
"	Labourers' Protective Union, No. 9,568	Patrick Dennis	Charlottetown, P. E. I.
Quebec—			
l'Ange Gardien	United Bro. of Carpenters and Joiners, No. 933	Louis Laberge	l'Ange Gardien, Que.
Beauport	Masons' International Union, No. 4	Joseph Tremblay	Beauport, Que.
Brownsburg	Paving Cutters' Union, No. 39	Alex. Meston	Brownsburg, Que.
Beebe Plain	Granite Cutters' Inter. Association	John Murdoch	Beebe Plain, Que.
Buckingham	Building Labourers' Prot. Union, No. 4	Louis Landry	Buckingham, Que.
Coaticook	Inter. Bro. Maintenance of Way Employees, No. 162	Wm. Davis	Coaticook, Que.
Farnham	Bro. of Locomotive Engineers, Richford Div., No. 128	H. R. Impey	Farnham, Que.
"	Bro. of Locomotive Firemen, Eastman Lodge, No. 134	G. P. Truax	Farnham, Que.
"	Bro. of R. Trainmen, Missisquoi Lodge, No. 371	Angus Morrison	Farnham, Que.
"	Bro. of Maintenance of Way Employees, Farnham Div., No. 187	P. J. O'Hara	Farnham, Que.
"	Bro. of Ry. Carmen of America, No. 239	F. W. Hoskins	Farnham, Que.
"	Bro. of Railroad Freight & Baggagemen of America, No. 36	Pierre Bélanger	Farnham, Que.
Granby	Cigarmakers' National Union, No. 2	Albert Racette	Box 487, Granby, Que.
Fraserville	United Bro. of Carpenters and Joiners, No. 1,545	Joseph P. Kooken	Fraserville, Que.
Grand Mere	United Bro. of Carpenters and Joiners, No. 1,744	Narcisse Deloge	Grand Mere, Que.
" "	Inter. Bro. of Sulphite Pulp and Paper Workers, No. 51	J. E. Blanchard	Grand Mere, Que.
Hadlow South	Bro. of Locomotive Engineers, Drummond Div., No. 558	William E. Turner	Hadlow South, Que.
Hadlow Cove	Bro. of Locomotive Firemen, No. 610	H. A. Duclos	Hadlow Cove, Que.
Hull	Musicians' National Union, No. 3	T. A. Berthiaume	Hull, Que.
Joliette	Journeymen Stonecutters' Association	Arthur Ladouceour	Joliette, Que.
Labelle—	Bro. of Maintenance of Way Employees, North Shore Div., No. 232	Olivier Pelletier	Thurso, Que.
Laurier	Bro. of Maintenance of Way Employees, No. 290	L. B. Pelletier	Levis, Que.
Lévis	Inter. Iron Moulders of N. A., No. 229	Ed. Lemay	Box 78, Levis, Que.
"	Inter. Association of Machinists, No. 655	J. E. Lepage	Bienville, Lévis, Que.
"	Inter. Bro. of Boiler Makers and I. S. B., No. 380	Albert Lamontagne	St. Joseph, Lauzon Village, Que.
"	Marine Firemen's Assembly K. of L., No. 2,618	Art' Jolin	Lévis, Que.
"	Bro. of Railway Carmen, No. 68	W. K. Judd	Lévis, Que.
"	Bro. of Maintenance of Way Employees, Levis Div., No. 206	F. X. Halle	St. David de Lévis, Que.
"	Order of Ry. Telegraphers, No. 64	Thomas Samson	Chaudière Junction, Que.
Pointe Lévis	Bro. of Ry. Freight and Baggagemen of America, No. 68	W. K. Judd	Pointe Lévis, Que.
Bienville, Lévis	National Association of Marine Engineers, No. 53	Eugène Bélanger	Bienville, Lévis, Que.
South Quebec	Longshoremen's Association, No. 559	Adjutor Simpson	South Quebec, Que.
Lévis	Bro. of Maintenance of Way Employees, No. 290	L. B. Pelletier	Lévis, Que.
Lake Megantic—	Bro. of Maintenance of Way Employees, Atlantic Div., No. 228	V. Michand	Agnes, Que.
Longueuil	Club Ouvrier Independent	Alexis Bouthillier	Longueuil, Que.
Montreal	Bricklayers' Union, No. 1	J. H. Bernier	1214 St. Hubert St., Montreal.
"	Masons' Inter. Union of America, No. 2	Ovila Ethier	644a Drolet, Montreal, Que.
"	United Bro. of Carpenters and Joiners of America, No. 134	F. Denis	737 St. Andre, Montreal, Que.
"	United Bro. of Carpenters and Joiners of America, No. 1,244	Holmes Walker	317½ Hibernia Rd., Montreal.
"	United Bro. of Carpenters and Joiners', No. 1,270	E. Cantor	740a St. Lawrence, Montreal.
"	Carpenters' Joiners' and Caulkers' National Union, No. 4	Honoré Gravel	273 Papineau Ave., Montreal.
"	Ship Carpenters' Union, No. 178 (U. B. of C. & J.)	Huband Morency	628 Notre Dame St., Montreal.
"	Amalgamated Society of Carpenters and Joiners, No. 814	A. Anderson	30 Brunswick St., Montreal, Que
"	Bro. of Painters and Decorators of America, No. 349	Alderic Belanger	206 Dufresne St., Montreal, Que.
"	Montreal Operative Plasterers, No. 144	A. Rochon	134 4th Ave., Viauville, Que.
"	National Progressive Union of Plasterers, No. 1	Geo. Lesage	555 Wolfe St., Montreal, Que.
"	United Ass'n of Plumbers & Steamfitter of U. S. and Canada, No. 144	R. Howard	137a Ste. Elizabeth, Montreal.
"	United Assn. of Plumbers, Gas and Steamfitters, No. 292	Jas. Robertson	494 Moreau St., Montreal, Que.
"	Journeymen Stonecutters' Association of N. A.	Jos. Gervais	484 Laval Ave., Montreal, Que.
"	Ceramic, Mosaic & Encaustic Tile Layers' & Helpers' Union, No. 41	H. E. Bowden	453 St. Dominique St., Montreal

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Montreal	Granite Cutters', No. 4	Joseph Rodgers	150 Ottawa St., Montreal, Que.
"	Building Labourers' Protective Union, No. 1	T. Robt. Martin	137a Ste. Elizabeth, Montreal.
"	Iron Moulders' Union of N. A., No. 21	A. Mitchell	49 Hallowell St., Westmount.
"	Inter. Assn. of Machinists, No. 771	Emile E. Horel	237 Lafontaine St., Montreal.
"	Inter. Assn. of Machinists, No. 111, Victoria Lodge	M. Snellgrove	251 St. James, Montreal, Que.
"	Inter. Bro. of Blacksmiths, No. 274	Jake Segal	409 City Hall Ave., Montreal.
"	Amalgamated Society of Engineers, No. 577	Thos. Unsworth	6 Thibodeau Lane, Montreal.
"	Amalgamated Society of Engineers, No. 577 (Branch No. 1)	Herbert Beck	25 Favard St., Montreal, Que.
"	Provincial Assn. of Stationary E gineers' Montreal Lodge,		Montreal, Que.
"	Provincial Assn. of Stationary Engineers, Cartier Lodge	Alex. P. Belair	608 Mt. Royal Ave., Montreal.
"	Inter. Metal Polishers, Buffers, Platers & Brass Workers, No. 320	James Kenny	58 Chateauguay St., Montreal.
"	Inter. Bro. of Boilermakers', Maple Leaf Lodge, No. 134	J. Mahoney	188 Ann St., Montreal, Que.
"	Bro. of Boilermakers' and I. S. B., Helpers' Division, No. 185	Harry Saunders	2 Dorchester St., Montreal, Que.
"	Bridge & Structural Iron Workers' Union, No. 93	H. Sparrow	2 St. Rémi, St. Henri, Montreal
"	Amalgamated Sheet Metal Workers', No. 116	T. Bertrand	231 Queen St., Montreal, Que.
"	Inter. Bro. of Electrical Workers, No. 463	Jas. Curren	82½ Colborne St., Montreal, Que.
"	Operators' Machine Woodworkers' Union, No. 1,127	F. X. Dufresne	665 Berri, Montreal, Que.
"	Union des Ebénistes, No. 78,	Ed. Berthiaume	137a Ste. Elizabeth St., Montrel.
"	L'Union Nationale des Bourreurs, No. 1	W. LeBlanc	446 Wolfe St., Montreal, Que.
"	Pattern Makers' League of N. A	J. R. Clendenning	144 Quesnel St., St. Cunegonde.
"	Fédération Canadienne des Tonneliers, No. 1		St. Cunegonde, Que.
"	Carriage Workers' Inter. Union, No. 139	H. Doucet	202 rue Dumont, Montreal, Que.
"	Inter. Woodcarvers' Union	Mr. Souci	81 St. Christophe St., Montreal.
"	Jac. Cartier Inter. Typo. Union, No. 145	Henri Cardinal	La Patrie, Montreal, Que.
"	Inter. Typo. Union, No. 176	W. D. Pearce	Box 734, Montreal, Que.
"	Stereotypers & Electrotyper's Union, No. 33	A. Poliquin	3 Avenue Côté, Montreal, Que.
"	Inter. Bro. of Bookbinders', No. 91	W. J. Biggins	24 Colonial Ave., Montreal, Que.
"	Photo Engravers' Union, No. 9	E. H. Parratt	16 Mackay St., Montreal, Que.
"	Lithographers' Inter. Prot. and Ben. Assn., No. 27	J. F. McGrevy	11 St. Paul St., St. Henri
"			Montreal, Que.
"	Montreal Newsboys' Union, No. 10,952	W. Scott	37 University St., Montreal, Que
"	Journeymen Tailors' Union of America, No. 317	Arthur Savage	261 Rivard St., Montreal, Que.
"	Bro. of Painters & Decorators, No. 416	A. St. Denis	137a Ste. Elizabeth St., Montr'l
"	Clothing Cutters' & Trimmers' Union, No. 80	W. J. Smith	Upper Kensington, Montreal, Q.
"	United Garment Workers of America (Coat Pressers) No. 140		Montreal, Que.
"	Operators' & Baisters' Local Union, No. 134	Benjamin Saunders	98 Arcade St., Montreal, Que.
"	Fur Workers' Union, No.	Arthur Allard	11 Chenier Ave., Montreal, Que.
"	Fédération Canadienne des Cordonniers, Machinistes, No. 2	Cleophas Brien, dit Desroches	564a Beaudry St., Montreal, Q.
"	Fédération Canadienne des Cordonniers No. 3		Montreal, Que.
"	Fédération des Cordonniers, No. 8	F. Lacombe	542 Plessis St., Montreal, Que.
"	Inter. Boot & Shoe Workers' Union, No. 249		Montreal, Que.

Montreal	Inter. Boot & Shoe Workers' Union, No. 266		784 St. Catherine E. St., Mont'l
"	Inter. Boot & Shoe Workers' Union, No. 428	G. Martel	120 Rivard St., Montreal, Que.
"	Fédération Canadienne des Tailleurs de Cuir, No. 4	M. D. Laroche	1476 Ste. Catherine St., Montr'l
"	Fédération Canadienne des Cordonniers, No. 1		Montreal, Que.
"	Fédération Canadienne des Cordonniers Local, No. 10	M. F. St. Amour cr. Nap. Houle	191 Letourneau Ave., Montreal
"	Tanners' and Curriers' Union, No. 109	Albert Laurin	304 Dorchester St., Montreal.
"	L'Union des Ouvriers en Lingerie de Femme, No. 17	L. M. Dupont	261 Rivard St., Montreal, Que.
"	Textile Workers' Union, No. 1	Emery Gosselin	9a rue Turgeon, Montreal, Que.
"	Textile Workers' Union, No. 2	Jos. Primeau	Rue Davidson Montreal, Que.
"	Textile Workers' Union, No. 3	D. Jodrin	1467 rue Ste. Catherine, E., Montreal, Que.
"	Textile Workers' Union, No. 5	Z. Isabel	131 St. Philippe, St. Henri, Montreal, Que.
"	Inter. Bakers' & Confectioners' Union, No. 55	Edmond Lesieur	317 Visitation St., Montreal, Q.
"	Bakers' National Union, No. 2	Alfred Brunelle	Montreal, Que.
"	Cigarmakers' Inter. Union, No. 58	A. Garlépy	239 City Hall Ave., Montreal, Q.
"	Bro. of Leather Workers Saddlers' Union, No. 43	A. Sarasin	3073 Notre Dame, Montreal, Q.
"	Travellers' Goods and Novelty Leather Workers' Union, No.	Albert Riopel	818 Sanguinet St., Montreal, Q
"	Order of R. Conductors, West Farnham Div., No. 80	E. Barnes	Newport, Vt.
"	Order of R. Conductors, Mount Royal Div., No. 75	Thos. Anderson	50 Charron St., Montreal, Que.
"	Bro. of Locomotive Engineers, Point St. Charles, Div., No. 89	G. A. Kell	2 Fortune St., Montreal, Que.
"	Bro. of Locomotive, No. 258	J. G. A. Brazeau	62 Prefontaine, Hochelaga, Montreal, Que.
"	Bro. of Locomotive Engineers, No. 689	John W. Williams	61 Van Horne Ave., Outremont, Junction, Que.
"	Bro. of Locomotive Firemen, St. Lawrence Lodge, No. 15	C. McCarthy	44 Centre St., Montreal, Que.
"	Bro. of Locomotive Firemen, St. Adolphus Lodge, No. 335	Edw. Foley	562 Clark St., Mile End, Que.
"	Bro of R. Trainmen, St. Lawrence Lodge, No. 506	E. J. O'Byrne	438a Clark St., Montreal, Que.
"	L'Union Ouvrière Nationale de Propagande, No. 28	Alfred du Castel	190 Coleraine St., Montreal, Q.
"	Bro. of R. Trainmen, L. L. Peltier Lodge, No. 14	Thos. H. Hanson	301 Bourgeois St., Montreal, Q.
"	Bro. of R. Trackmen, Terminal Div. No. 190	Jas. Harson	596 Ontario St., Montreal, Que.
"	Bro. of R. Carmen, Aberdeen Lodge, No. 182	R. LeClair	1720 St. Lawrence St., Montreal
"	Bro. of Ry. Carmen, Ste. Marie Lodge, No. 234	Zoel Tardiff	1429 Demontigny St., E, Montreal, Que.
"	Checkers' & Shedmen's Union, No. 470	W. McRobie	1242a Notre Dame St., Montr'l
"	Inter. Longshoremen's Association, No. 373	Wm. Mansfield	628a Notre Dame St., E., Mont'l
"	National Assn. of Marine Engineers, No. 52	N. Ducap	71 Bourget St., St. Henri, Mont'l
"	Ship Liners' Union No. 413		Montreal, Que.
"	Montreal Hackmen's Union	Sam. Thompson	163 Versailles St., Montreal, Q.
"	Team Drivers' Inter. Union, No. 594	H. St. Julien	163 Versailles St., Montreal, Q.
"	Glass Bottle Blowers' Association of U. S. & Canada, No. 18	Joseph Jones	37 Plessis St., Montreal, Que.
"	American Flint Glass Workers' Union, No. 24	Ed. Walsh	89 Dorion St., Montreal, Que.
"	Federated Assn. of Letter Carriers, No. 10	Geo. E. Barre	336 Parc Lafontaine, Montreal,
"	Broom Makers' Union, No. 37	Frank Vallée	25 Parthenais Sq., Montreal, Q.
"	Inter. Bartenders' Union, No. 666	J. D. Lacasse	242B Visitation St., Montreal, Q
"	National Bartenders' Union, No.	Joe. Fortin cr. Lucas & Sims	Place d'Armes, Montreal, Que.
"	Hotel and Restaurant Employees' Ass'n of Canada, No. 1	A. Dubois	3 Craig St. East, Montreal, Que.
"	Cooks' Association, No. 3	H. Winwood	152 Canning St., Montreal, Q.
"	Hotel and Restaurant Waitresses' Assn., No. 4	Miss Q. E. Jeffers	3 Craig St., East, Montreal, Que.
"	Inter. Assn. of Musicians, No. 406	J. B. Renaud	731 Demontigny St., E., Montrl
"	Inter. Alliance of Theatrical Stage Employees, No. 56	P. J. O'Neil	Box 573, Montreal, Que.
"	Journeymen Barbers' Inter. Union, No. 455	E. Provost	1079 City Hall Ave., Montreal,
"	Shirt Waist and Laundry Workers' Union, No. 69		Montreal, Que.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Montreal—*Continued*....	Wholesale Employees' Union, A. F. of L., No. 11,019	L. M. Dupont	407 Wolfe St., Montreal, Que.
"	District Assembly K. of L., No. 18	J. H. Dodd	155 St. Urbain St., Montreal, Que.
"	Dominion Assembly K. of L., No. 2,436	O. du Castel	190 Coleraine St., Montreal, Que.
Magog	United Bro. of Carpenters and Joiners, No	D. Audette	Magog, Que.
"	Textile Workers' Union, No. 4	E. Lantagne	Box 803, Magog, Que.
"	Textile Workers' Union, No. 6	E. Laurendeau	Box 605, Magog, Que.
New Liverpool	Structural Iron Workers' Union, No. 87	Wm. J. Booth	New Liverpool, Que.
"	K. of L. Assembly, No. 1,123	Honore McReady	New Liverpool, Que.
Quebec	Union des Briquetiers (Maçons en Briques)	Phileas Mahieu	Beauport Village, Que.
"	Bricklayers' and Masons' No. 5	Jos. Villeneuve, Jr.,	245 Prince Edward St., Quebec, Q.
"	National Union of Carpenters & Joiners, No. 3	Jos. J. Beaumont	40 de Varrennes St., Quebec, Que.
"	Fraternité Unie des Ch. & Menuisiers d'Amérique, No. 730	Paul Dumont	98 St. François St., St. Roch, Que.
"	National Union of Tinsmiths & Roofers, No. 1	Alex. Bacon	237 Rue St. Vallier, St. Roch, Que.
"	Journeymen Stonecutters' Association	F. Godin	1113 St. Valier St., Quebec, Que.
"	Fraternité Nationale des Manœuvres de Québec	Gaudious Godbout	26 d'Iberville St., St. Sauveur, Que
"	Hod Carriers' International Union No. 229	Honore Giroux	Beauport, Que.
"	L'Union Nationale des Peintres	Wm. Alf. Bertrand	231 Richardson St., Quebec, Que.
"	Inter. Typo. Union, No. 302	F. Petitclerc	88 Richelieu St., Quebec, Que.
"	Printing Pressmen's Union, No. 152	E. Poitras	129 d'Aiguillon St., Quebec, Que.
"	Inter. Bro. of Bookbinders' No. 152	E. Dufresne	22 St. Michael St., Quebec, Que.
"	Fraternité des Cordonniers Unis (Machinists)	Eugne Bernard	Box 5, St. Sauveux, Que.
"	L'Union Protectrice des Cordonniers Monteurs	F. X. Galarneau	241 rue St. Luc, St. Sauveur, Que.
"	Fraternité des Tailleurs de Cuir de Québec	Alfred Crowe	14 rue Letellier, St. Roch, Que.
"	Glove Makers' National Union, No. 1	Joseph Gaudet	97 St. Anselme St., Quebec, Que.
"	Union Secourable des Cordonniers	Joseph Julien	121 Victoria St., Quebec. Que.
"	National Union of Shoe Die Workers	Joseph Decarreau	149 rue St. Ignace, Quebec, Que.
"	L'Union Nationale des Boulangers, No. 1	A. Ampleman	221 Queen St., Quebec, Que.
"	Cigarmakers' International Union, No. 465	Arthur Marcoux	18 Plessis St., Quebec, Que.
"	Fraternité Nationale des Tanneurs et Corroyeurs	Francis Lessard	30 Savageau St., Quebec, Que.
"	Order of R. Conductors, Stadacona Div., No. 130	E. McKenna	15 Ste. Famille St., Quebec, Que.
"	Bro. of Locomotive Engineers, Lalumière Div., No. 388	Alfred Beaudry	165 Chapelle St., Quebec, Que.
"	Bro. of Locomotive Firemen, Rock City Lodge, No. 550	Eug. Derouin	152 Dorchester St., St. Roch, Que.
"	Order of R. Trainmen, C. B. Robitaille Lodge, No. 509	R. Trepanier	136 rue Queen, Quebec, Que.
"	Order of R. Trainmen, T. A. Moreau Lodge, No. 50	J. Robin	Bienvielle de Lévis, Que.
"	Union Nationale des Conducteurs et Motormen	Geo. Duchaine	38½ St. Valier, Quebec, Que.
"	L'Union des Cochers	Phileas Boivin	108 rue Bayard, Quebec, Que.
"	Bro. of Maintenance of Way Employees, Quebec Div., No. 180	V. Flageol	33 2nd Ave., Hedleyville, Que.
"	Bro. of R. Freight & Baggagemen of America, No. 67	A. H. Wein	36 St. Stanislas St., Quebec, Que.
"	Bro. of Ry. Carmen, No. 283	A. Allan	13 Rock St., Quebec, Que.
"	Civil Service Ass'n. of P. of Quebec	Oscar Morin	Parliament Bldgs., Quebec, Que.
"	Post Office Employees Ass'n	F. W. Martineau	Quebec, Que.

"	Longshoremen's National Union, No. 1	Frs. Labbe	47 Sault-au-Matelot St., Quebec, Q
"	National Union of Coal Carters, No. 1	Adjustor Genois	325½ St. Olivier St., Quebec, Que.
"	Federated Association of Letter Carriers, No. 5	D. L. Augé	236 St. Jean St., Quebec, Que.
"	National Union of Brewery Employees, No. 1	J. G. Blondeau	11 St. Anselme St., Quebec, Que.
"	Hotel & Restaurant Employees Ass'n. of Canada, No. 2	Richard Burke	Château Frontenac, Quebec, Que.
"	National Secourable et Protectrice des Journaliers	Zebede Berube	212 Rue Colombe, Quebec, Que.
"	Ship Labourer's Benevolent Society, Section 1	Alexander Askin	268 Champlain St., Quebec, Que.
"	Ship Labourers' Society, Section 2	William Lee	Etchemin, Que.
"	Ship Labourers' Society, Section 3	François Joncas	Lévis, Que.
"	Ship Labourers' Society, Section 4	Wm. Paul Harvey	Lauzon Village, Que.
"	Ship Labourers' Society, Section 5	Jean Nolet	179 Bagot St., Quebec, Que.
"	District Assembly K. of L., No. 20	J. B. St. Laurent	247 Massue St., Quebec, Que.
"	Maple Leaf Assembly, No. 1,160 K. of L	J. P. Simard	75 Ste. Thérèse St., Quebec, Que.
"	Montgomery Assembly K. of L. No. 4,003	Thos. Enright	28½ St. Stanislas St., Quebec, Que.
"	Sillery Assembly K. of L. No. 1,007	Jacques Robitaille	Sillery Cove, Que.
Richmond	Bro. of Locomotive Engineers, St. Francis Div., No. 142	Geo. A. Pearson	Box 96, Richmond, Que.
"	Bro. of Locomotive Firemen, Star of the East Lodge, No. 118	R. T. McLeay	Box 15, Richmond, Vue.
Riviere du Loup	Inter. Association of Machinists, No. 656	Joseph Turgeon	Box 49, Riviere du Loup Stn. Que.
"	Inter. Bro. of Boiler Makers and I. S. B., No. 398	Henry Gendron	Riviere du Loup, Que.
"	Order of Railway Conductors, No. 489	F. E. King	Rivière du Loup, Que.
"	Bro. of Locomotive Engineers, Pearson Division, No. 204	Joseph M. Scott	Rivière du Loup, Que.
"	Bro. of Locomotive Firemen, Colonial Lodge, No. 119	J. L. Lefrancais	Riviere du Loup, Que.
"	Bro. of R. Trainmen, A. C. Brown Lodge, No. 539	Alphonse Dionne	Rivière du Loup, Que.
"	Bro. of Maintenance of Way Employees, Rivière du Loup Div. 151	J. E. Picard	Rivière du Loup Station, Que.
"	Bro. of Ry. Carmen of America, Lodge No. 256	Edgar Rioux	Rivière du Loup, Que.
"	Federal Labour Union, No. 13	Geo. Pelletier	Riviere du Loup, Que.
St. Hyacinthe	Bro. of Carpenters & Joiners of America, No. 108	P. Messier	Box 413, St. Hyacinthe, Que.
"	Inter. Typo. Union, No. 579	C. J. Lussier	St. Hyacinthe, Que.
"	Fédération Canadienne des Cordonniers	Joseph Michand	Box 412, St. Hyacinthe, Que.
"	Textile Workers' National Union	J. A. Rouleau	Box 580, St. Hyacinthe, Que.
"	Bro. of Maintenance of Way Employees, No. 307	A. Belanger	cr. G.T.R. Depot, St. Hyacinthe, Q.
St. Jean	United Bro. of Carpenters & Joiners, No. 1,160	James P. McQuillan	St. Jean, Que
	Inter. Building Labourers	Joseph Lamoureux	St. Jean, Que.
St. Johns	National Potters' Union	Thos. McGuire	St. Johns, Que.
St. Romuald	National Union, No		St. Romuald, Que.
Sherbrooke	Bricklayers' and Masons' Inter. Union, No. 3	John Gunning	Box 183, Sherbrooke, Que.
"	United Bro. of Carpenters and Joiners, No. 1,684	Wm. G. Booth	109 King St., Sherbrooke, Que.
"	Journeymen Stonecutters' Association	N. P. Matheson	Sherbrooke, Que.
"	Machinists' Apprentices, Lodge No. 14	Wm. Mayor	Sherbrooke, Que.
"	Bro. of Locomotive Engineers, No. 694	E. W. Gibson	Sherbrooke, Que.
"	Inter. Ass'n. of Machinists, No. 164	Charles Chaltrand	Box 155, Sherbrooke, Que.
"	Iron Moulders' Union of N. A., No. 325	Frank Byrd	8 Long Terrace, Sherbrooke, Que.
"	Cigarmakers' Inter. Union, No. 373	A. Peruse	Sherbrooke, Que.
"	Bro. of Maintenance of Way Employees, No. 226	F. I, Delisle	Cookshire, Que.
Ste. Therese de Blainville	Inter. Bro. M. W. Employees, Div., No. 319	E. J, H. Mongeau	Ste. Therese de Blainville, Que.
Shawinigan	United Bro. of Carpenters and Joiners, No. 1,775	Ferdinand Duchaine	Shawinigan, Que.
"	Builders' Labourers' Inter. Union, No		Shawinigan, Que.
Shawinigan Junction—	Bro. of Locomotive Engineers, No. 91	S. E. White	Box 148, Joliette, Que.
"	Bro. of Locomotive Firemen, No. 144	Herbert Schwager	Shawinigan Junction, Que.
Sorel	United Bro. of Carpenters & Joiners, No. 761	Alphonse Forget	Sorel, Que.
"	Iron Moulders' Union of N. A., No. 435	Duncan Girard	Lock Box 187, Sorel, Que.
	National Ass'n. of Marine Engineers of Canada. No. 9	A. L. de Martigny	Sorel, Que.
Ste Anne de Bellevue	Bro. of Carpenters & Joiners, No. 1,584	Adolphe Pilon	Ste. Anne de Bellevue, Que.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
St. Anne de Bellevue	Builders' Labourers' Union, No. 1	Felix Lalonde	Ste. Anne de Bellevue, Que.
Terrebonne	Journeymen Stonecutters' Association	Joseph Terrien	Terrebonne, Que.
Three Rivers	United Bro. of Carpenters & Joiners, No. 1,793	H. Deslauriers	Box 501, Three Rivers, Que.
Ste. Flavie	Bro. of Railroad Trainmen, No. 701	E. Smith	Ste. Flavie Station, Que.
Valleyfield	Association des Barbiers Coiffeurs		Valleyfield, Que.
"	United Bro. of Carpenters & Joiners, No. 1,736	Andre Hibert	Valleyfield, Que.
"	Textile Workers' Union, No. 7	Marie Anne Giroux	Box 763, Valleyfield, Que.
"	Textile Workers' Union, No. 8	J. Nevill	Lock Box 7, Bellerive, Valleyfield
"	Textile Workers' Union, No. 9	O. Leduc	Valleyfield, Que.
"	Textile Workers' Union, No. 10	Joseph Chasle	Box 792, Valleyfield, Que.
Windsor Mills	Inter. Bro. of Paper Makers, No. 92	John Meehan	Windsor Mills, Que.
Foster, Que	Inter. Bro. M. W. Employees. Div., No. 158	A. E. Griggs	So Stukely, Que.

N.B—Should any errors or omissions be noted in the above directory, the Department would be obliged to have the same brought to its attention.—Ed. Labour Gazette.

(To be continued.)

THE LABOUR GAZETTE

Prepared and edited at the Department of Labour, Ottawa

MINISTER—HON. RODOLPHE LEMIEUX. EDITOR—W. L. MACKENZIE KING, DEPUTY MINISTER

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THE

LABOUR GAZETTE

APRIL, 1907.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF MARCH, 1907.

I.—GENERAL SUMMARY.

EMPLOYMENT was more active throughout Canada during March than in February, as a result of the warmer weather, though full spring activity had not yet commenced. The increase in activity was chiefly among unskilled labourers and in the building trades, the demand for the former, in view of the extensive railway construction in contemplation during 1907, being already in many localities in excess of the supply, while the extent of building promised to equal that of 1906, which was the most active year in the history of the Dominion. In the mining industry, also, there was an increase in activity with the advance of the season. Work on the land, however, had not yet been begun by agriculturists. In the lumbering industry, the men had returned from the camps in Ontario and the eastern provinces, and preparations for the drives were in progress; in British Columbia the month, both in the camps and in the mills, was exceptionally busy. Fishing was somewhat dull on both the Atlantic and Pacific coasts. The manufacturing industry continued very busy. Railway employees of all classes were working to full capacity, with preparations actively under way for the opening of navigation. An improvement in the supply of cars took place, though the amount of wheat still unmarketed in western Canada was greater than in many years past, and the delayed deliveries were adversely affecting trade in these provinces. Immigration gave promise of exceeding any previous year in volume.

Changes in Wages and Hours.

The prevailing demand for labour had the effect of raising the level of wages in several branches, compared with the corresponding period in previous years. Among unskilled labourers for railway construction, among lumbermen in British Columbia, and among farm labourers in Ontario, current rates were exceptionally high.

The following is a statement, by industries and groups of trades, of the more important changes in wages and hours reported to the Department of Labour during March, 1907.

Fishing.—At St. Andrews, N.B., fishermen adopted a new scale of prices for the sardine catch. (*).

Mining.—Employees of the St. Eugene Mining Company at Moyie, B.C., had their hours reduced one hour per day, without reduction in pay.

Manufacturing.—The employees of the E. B. Eddy Company, Hull, Que., received a general increase of 10 per cent. in wages, to date from April 1. The change will involve an increase of about $50,000 in the annual pay-roll of the Company.

Building.—Bricklayers (800) at Montreal, Que., will receive an advance from

(*) See report of St. John, N. B., correspondent.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

45 to 50 cents per hour from May 1. Carpenters (450) at Edmonton, Alta., will be advanced from $3.00 to $3.36 on the same date. Painters at Victoria, B.C., received an increase from 37½c. to 41c. per hour on March 1.

Metal and engineering.—Horseshoers at St. John, N.B., advanced their schedule. (‡). Horseshoers at Moncton, N.B., also increased prices 25 per cent.

Woodworking. — Pattern-makers had their wages increased at Victoria, B.C.

Clothing.—Six lasters at Berlin, Ont., had their wages increased 75 cents per week Tailors (73) at Brantford, Ont., received an increase in wages of two cents per hour in the case of male, and five cents per hour in the case of female, employees.

Textile workers.—The employees of the Dominion Textile Company, Limited, representing mills operated by the Dominion Cotton Mills Company, Limited, the Montmorency Cotton Mills Company and the Colonial Printing and Bleaching Company, Limited, granted a general increase of 10 per cent. in wages, to go into effect on April 1.

General transport.—Teamsters (18) at Nelson, B.C., had their wages advanced from $75 to $80 per month. At St. John, N.B., teamsters (14) received an increase of ten cents per ton for carting iron. Teamsters (15) at Brantford, Ont., were increased from 35 to 40 cents per hour. Sailors at Vancouver, B.C., received an increase of $5 per month.

Railway employees.—Locomotive engineers in the employ of the Canadian Pacific Railway Company, on freight and mixed trains, between Fort William and Vancouver, had their wages increased 40 cents per day, or per 100 miles run. The increase affected 700 men and amounted to an average of $8.00 per month.

Street railway employees.—Motormen and conductors at St. John, N. B., in the service of the Street Railway Company for more than three years, were granted an increase in wages and a free uniform. Motormen and conductors (300) in the employ of the Ottawa Electric Railway Company were increased by one cent per hour, from May 1.

Food and tobacco preparations.—Employees (30) of the Sleeman Brewing and Malting Company, Limited, at Guelph, Ont., received an increase in wages amounting to $3.00-$5.00 per month from March 1. (†) Engineers and firemen employed in the Toronto breweries had their wages increased 10 to 15 per cent. from April 1.

Civic employees.—A number of civic employees at Hamilton, Ont., including civic firemen, teamsters, ward foremen and various officers, had their salaries increased dating from March 1.

Early closing.—At Coaticooke, Que., a number of retail establishments will close earlier on three days of the week instead of two, as formerly. At St. Catharines, Ont., the employees of a departmental store, 85 in number, had their hours reduced one hour per day.

Cost of Living.

Wheat futures were somewhat firmer, as a result of delayed deliveries in western Canada. Flour and bread prices were steady; at Woodstock, Ont., the price of the latter was advanced, sugar also showed an advance, averaging about 10 cents per 100 pounds, and was 20 cents higher per hundredweight at many points, than in March, 1905. Milk was upward at Montreal, and fresh frozen fish was high throughout Canada. The price of beef cattle advanced in western Canada, and meats were higher in certain localities in Ontario. The schedules of prices of ice, to govern the coming season, were generally reduced, as compared with 1906, in view of the abundance of the crop recently harvested. Lumber prices remained on an exceptionally high level, additional local advances being reported. At Vancouver, B. C., the high prices of wood blocks were interfering with paving arrangements. Advances in the price of pulp had caused an increase in the price of all kinds of paper, estimated at 15 per cent. On coarser grades the

(‡) See report of St. John. N.B., correspondent.

(†) A copy of the agreement signed between the Company and its employees is published elsewhere in the present issue under the heading, "Recent Industrial Agreements."

advance amounted to about 12 per cent., but on the finer lines of printing the advance will be 25 per cent. The metal market continued steady on the advanced level that has prevailed for some months past. Heavy metals were exceptionally firm, owing to delayed deliveries resulting from the car shortage. Real estate transactions were very active at Montreal, Que., Ottawa, Ont., Toronto, Ont., Winnipeg, Man., and many other cities throughout Canada, with prices advancing for various classes of property, especially dwelling houses. Increases in rentals went into effect at London, Ont., and other points. At Brantford, Ont., the lack of small houses was stated to be causing inconvenience, a large number of married workmen being unable to bring in their families. Similar conditions were reported at Toronto, Ont., and other cities in Ontario.

An increase in the rates of mercantile insurance in Montreal, Que., was announced by the Canadian Fire Underwriters' Association.

The Harness Makers' Association of Ontario passed a resolution to increase the prices of saddlery products, the price-list to be gone over and increases made where profits are found too low. The recent advances in the prices of leather were stated to be the reason for the increase.

Interruptions to Industry.

The number of trade disputes during March was 14, compared with 10 in the corresponding month of 1906. The loss in working days was 10,756 compared with 18,876 in February, 1907 and 20,000 n March, 1906.

Among industrial establishments, etc., destroyed or damaged by fire or through other causes during March, 1907, the following, as reported in the press of the Dominion, may be mentioned:

Nova Scotia.—The Globe Laundry at Amherst, loss, $2,000; pool-room at Louisbourg; post office at Reserve, loss $1,000.

New Brunswick.—Jewellery store and stock at St. John, loss, $10,000; ten stores at Woodstock, loss, $25,000.

Quebec.—Business block at Coaticooke, loss, $3,000; boarding house at Montreal, loss $1,000; photographic studio at Montreal, loss $6,000; roofing material factory at Montreal, loss, $12,000; oilcloth factory at Montreal, loss $1,800; Canadian Tag and Label Printing Company's block, loss, $75,000; store at Montreal, loss $1,000; Commercial Hotel and Powell House at Montreal, loss, $40,000; church at Marieville, loss, $80,000; Grand Central Hotel at St. George de Beauce; tinsmith shop at St. Lin, loss, $1,500; piano factory at Ste. Thérèse, loss, $25,000; boarding house and store at Shawinigan Falls, loss, $3,000; store at Stanstead, loss, $2,000.

Ontario.—Fenwick block at Guelph, loss, $6,000; glove factory at Ingersoll, loss, $5,000; grocery store at Ingersoll; business portion of Iroquois, loss, $40,000; hardware store and stock at Kingston, loss, $30,000; carriage shop at Listowel, loss, $1,200; business block at Meaford, loss, $12,500; paper storehouse at Merritton; grist mill at Moosefield, loss, $6,000; general store at Mull, loss, $7,000; newspaper office at New Liskeard, loss, $2,000; Victoria Hall at Niagara Falls, $16,000; Crown Bank at Ottawa, loss, $3,000; wood fibre factory at Owen Sound, loss, $6,000; Iroquois Hotel at Sault Ste. Marie, loss, $200,000; municipal buildings at Sault Ste. Marie, loss, $50,000; aerated water works at Strathroy, loss, $1,000; vinegar works at Tilsonburg, loss $35,000; plate glass factory at Toronto, loss, $165,000; store-room and machine shop at Toronto, loss, $20,000; tobacco warehouse at Toronto, loss, $18,000; stable at Toronto, loss, $1,500; warehouse at Toronto, loss, $75,000; the McGregor, Banwell Wire Fence establishment and a church at Walkerville, loss, $100,000 and a number of workmen were thrown out of employment by the destruction of the wire fence works. Furniture warehouse at Warkworth, loss, $2,000.

Barns at Coteau Landing, Downie, Headford, Leeds East and Norwich.

Manitoba.—Pool room at Carman, loss, $1,300.

Saskatchewan.—Elevator with 25,000 bushels of wheat at Abernethy; Victoria Hotel at Indian Head, loss, $200,000; brewery at Prince Albert, loss, $70,000.

Alberta.—Newspaper office at Edmonton, loss, $50,000.

British Columbia.—Lewisville Hotel at Chemainus, loss, $25,000; Pacific Hotel at Greenwood, loss, $9,000; tailor shop at Nelson, loss, $1,200.

During the third week of the month a heavy wind and snow storm caused damage to property in the Maritime Provinces and interrupted traffic on the Intercolonial Railway. Floods caused damage in the vicinity of Montreal, Que., and Ottawa, Ont.

Conditions in the Industries and Trades.

Conditions of employment 'uring March in the several industries and trades throughout Canada, as indicated by the reports of correspondents of the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Work on the land had not been commenced up to March 31, except in a few localities and in British Columbia, the

operations of agriculturists being confined to caring for stock, marketing produce and preparing for spring work. Prices for farm produce were well maintained, though lower for seasonal causes than in the preceding month. Cordwood was exceptionally high in price, especially in western Canada, where the severe winter interfered with operations in the woods. The making of maple sugar afforded considerable employment in certain sections. The engagement of farm labourers for the coming season had begun, a general scarcity of hands being reported.

In the dairying branch a few factories had opened, and the new make of cheese was expected to be on the market within a short time. An official report for the Province of New Brunswick stated that the cheese output during 1906 was not so large as in 1905, though the output of butter was larger, and both brought higher prices, the year being the best in the history of the Province with the exception of 1903. The total value of the product was $373,963.71, representing the product of 42 cheese factories and 41 creameries.

The final official report on the principal grain crops of the Province of Saskatchewan for the year ended December 31, 1906, compiled from returns made by threshing machine operators, showed a total yield of 37,040,098 bushels of wheat, 23,965,528 bushels of oats, 1,316,415 bushels of barley, 710,689 bushels of flax, and 19,480 bushels of spelt. It was stated that a large amount of the crop was still housed in temporary bins, and that the amount marketed was much less than in 1906.

It was estimated that the total amount of grain in store at Port Arthur and Fort William, Ont., was upwards of 4,600,000 bushels.

Among important meetings of agriculturists during the month were: the annual meeting of the Dominion Grange held at Toronto, Ont; the annual convention of the Niagara Fruit Growers' Association held at St. Catharines, Ont.; the meeting of the Holstein Breeders' Association of Quebec held at Montreal, Que.; and the second annual meeting of the British Columbia Stock Breeders' Association held in New Westminster, B. C. A convention was held at Toronto, Ont., for the purpose of organizing a national dairy association and holding an annual dairy show. The ninth annual convention of the Central Farmers' Institute of British Columbia was held at Victoria, B. C., on March 6. Among subjects discussed were, the improvement of the dry belt, the prevailing prosperity, cheaper stumping powder, the care of orchards, the prevention of forest fires, dairy inspection, the establishment of experimental stations, etc. The annual convention of the British Columbia Dairymen's Association was held at Victoria, B. C., on March 7-8. The appointment of a dairy inspector for the province, and the organization of cow testing associations were approved. It was reported that the past year had been very favourable for dairy farmers throughout the province.

Fishing.

Receipts of cod and haddock from the banks were light at Halifax, N. S., and other points, and the outlook was for the maintenance of high prices. Lobsters were also light, and high prices were quoted in the United States market. A number of additional schooners were fitted out at Lunenburg, N. S., for the fishing grounds. The eel and smelt season had closed, and fishermen were actively preparing for the lobster season. The opening of the sardine season was delayed by ice which caused considerable damage to weirs and fishing gear in New Brunswick. At St. Andrews, N. B., the organization of Weir Owners, recently formed, adopted a uniform scale at which members will sell the output of their herring weirs to the American factories, namely, $8.00 per hogshead from the opening of the season until July 31, and $6.00 per hogshead from July 31 to the close of the season. These prices do not apply to Canadian canners. (*). On the St. Lawrence the tommycod season had closed. Catches were light on the Great Lakes. In British Columbia the

(*) See report of St. John, N. B. correspondent.

prevailing cold weather caused delay in the opening of the spring salmon season. (†) Sock-eye canners and fishermen were quiet in anticipation of the beginning of the run. It is expected that trap fishing will begin during April. A deputation of British Columbia cannery men had an interview with the Hon. the Minister of Marine and Fisheries, Canada, during March, to request the issuing of regulations for sock-eye fishing in accordance with the recommendations made in the interim report of the Canadian Fisheries' Commission.

Lumbering.

In Ontario and the eastern provinces, the lumber camps had been for the most part broken up, and preparations for the drive were under way. The cut in most sections is estimated to have been larger than last year, and, if favourable conditions for the drive supervene, a year of great activity in the mills is promised. It was estimated that in the neighbourhood of 25,000 men have been employed during the past winter season in the lumber camps of Ontario.

At a sale of pine timber limits in Algoma by the Ontario Government, exceptionally high prices were obtained.

In British Columbia the month was very active both in the camps and in the mills. The latter continued to be hampered by a shortage of logs and railway cars. Labour was in demand for the camps. It was stated that the highest wages paid in the history of the logging industry along the coast of British Columbia are those now prevailing as a result of the scarcity of men and logs. Skid road men, who were formerly receiving from $2.00 to $2.50 per day are now receiving $3.00 per day; fallers have been advanced from $3.00 to $4.00-$4.50 per day; buckers from $3.00 to $3.50-$4.00 per day; hook tenders from $4.00 to $5.00 per day; rigging slingers from $3.50 to $4.00-$4.50 per day; swampers from $2.75 to $3.50 per day, and engineers from $50.00 to $80.00 per month. As showing the steady increase in the lumbering industry in British Columbia the following statistics for the past four years are of interest:—

	Licenses Issued.	Acreage.
1903.....	1307	836,480
1904.....	1451	938,640
1905.....	2173	1,390,720
1906.....	4000	2,560,000

The annual meeting of the Canadian Forestry Association was held at Ottawa, Ont., March 14-15.‡

The annual meeting of the Ontario Lumbermen's Association was held at Toronto, Ont. Reference was made at the meeting to recent advances in the price of lumber, and to the favourable conditions prevailing in the industry.

The select committee of the House of Commons, appointed at the instance of the Right Honourable the Prime Minister of Canada, during February, to enquire into the operations of an alleged combine between manufacturers of and dealers in lumber in western Canada, held a number of sessions during March. Several witnesses from western Canada, including the Vice-president and Secretary of the Mountain Lumber Manufacturers' Association of British Columbia, a number of retail dealers in lumber, and managers of lumber companies were examined. The evidence had particular reference to the operations of the Western Retail Lumber Dealers' Association, the Alberta Retail Lumber Dealers' Association and the Lumber Manufacturers' Associations of British Columbia. Among subjects dealt with in this connection were the increase in the price of lumber during the past two years and the cost of production, reference being made to conditions prevailing in the labour market, and the alleged shortage of men.

An Order in Council was passed by the Dominion Government during March providing that in Manitoba, Saskatchewan and Alberta permits will be granted to owners of mills to cut timber on areas of a mile square on condition that the permitee shall have a mill in operation

(†) For reference to schedule of prices for 1907, see report of New Westminster correspondent.

(‡) A report of the proceedings of the meeting is published elsewhere in the present issue.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue in the several trades and industries throughout the Dominion. This table has reference only to the amount of treated under separate headings in the *Gazette*. In tabulating the information in question the terms employed able or unfavourable, as follows: (1) active, busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	.....	.....	Active	Very busy.	Very busy.	.....	Quiet
Halifax	.....	Quiet	Active	.....	.....	.....	Active.
Amherst	Quiet	.....	Busy	Busy	Very busy	.....	Active
Prince Edward Island—							
Charlottetown	Quiet	Active	.....	.....	Active	.....	Quiet
New Brunswick—							
Moncton	Active	Quiet	Active	.....	Active	.....	Active
Chatham	Active	Quiet	Active	.....	.....	.....	Quiet
St. John	.....	.....	Busy	.....	.....	.....	Quiet
Quebec—							
Quebec	Active	.....	Busy	.....	Active	Busy	Active
Three Rivers	Active	.....	Busy	Dull	Active	Busy	Quiet
Sherbrooke	.....	.....	Active	Busy	Busy	.....	Quiet
St. Hyacinthe	Active	.....	.....	.....	Busy	.....	Dull
Montreal	.....	.....	.....	.....	Active	.....	Active
Maisonneuve	.....	.....	.....	.....	Busy	.....	Active
Hull	Dull	.....	Active	Active	Active	.....	Active
Ontario—							
Ottawa	Quiet	.....	Active	.....	Busy	.....	Quiet
Kingston	Active	Dull	Quiet	Active	Busy	Active	Busy
Belleville	Active	Active	Active	Active	Very busy	Busy	Active
Peterborough	Active	Dull	Active	Dull	Busy	.....	Quiet
Toronto	Active	.....	.....	.....	Very busy	Active	Quiet
Niagara Falls	Quiet	Quiet	Quiet	.....	Busy	Active	Busy
St. Catharines	Quiet	.....	.....	.....	Active	Active	Active
Hamilton	.....	.....	.....	.....	Very busy	Busy	Active
Brantford	.....	.....	.....	.....	Busy	Busy	Quiet
Guelph	.....	.....	.....	.....	Active	.....	Quiet
Berlin	Active	.....	.....	.....	Busy	.....	Quiet
Woodstock	Quiet	.....	.....	.....	Very busy	.....	Quiet
Stratford	Active	.....	.....	.....	Active	.....	Active
London	.....	.....	.....	.....	Very busy	.....	Busy
St. Thomas	.....	.....	.....	.....	Busy	Quiet	Quiet
Windsor	.....	.....	.....	.....	Busy	.....	Busy
Sault Ste. Marie	.....	.....	Active	.....	Very busy	.....	Active
Manitoba—							
Winnipeg	Active	.....	.....	.....	Busy	Very busy	Busy
Brandon	Active	.....	.....	.....	.....	.....	Quiet
Saskatchewan—							
Moose Jaw	.....	.....	.....	.....	.....	.....	Active
Alberta—							
Calgary	Quiet	.....	.....	Very busy	Busy	.....	Active
Edmonton	Quiet	.....	Busy	Busy	Busy	.....	Active
British Columbia—							
Nelson	.....	.....	Very busy	Very busy	.....	.....	.....
New Westminster	Active	Active	Very busy	.....	Busy	.....	Active
Vancouver	.....	.....	Very busy	.....	Active	.....	Active
Victoria	.....	Quiet	Busy	Very busy	Very busy	.....	Active
Nanaimo	Quiet	Quiet	Very busy	Very busy	.....	.....	Quiet

Department of Labour, Canada.
Statistical Table, Series G., No. 39.

CANADA DURING THE MONTH OF MARCH, 1907.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment employment prevailing, no account being taken of wage changes, trade disputes and kindred phenomena- are divided into two groups, the order indicating in each the degree to which general conditions were favour-

Metal, Engineering-Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	Active	Very busy
Active	.....	Busy	Dull	Active	.....	.....	.....	Active
Busy	Very busy	Very busy	Busy	.....	.....	Busy	.....	Busy
Active	Active	Busy	Active	Active	Active	Quiet	Active	Dull
Active	Active	Active	Active	Active	Quiet	Active	Active	Active
Active	Active	Active	Active	.....	Active	Busy	Active	Quiet
Active	Active	Busy	Active	Active	.....	Busy	Busy	Active
Busy	.....	Very busy	Busy	Active	Active	Busy	Active	Active
Active	Active	Busy	Active	Active	Quiet	Very busy	Active	Dull
Busy	Busy	Busy	Busy	Active	.....	Active	Active	Active
Busy	Active	Busy	Active	Very busy	Busy	Active	Active	Active
Busy	Active	Active	Busy	Busy	Active	.....	Busy	Active
Busy	Active	Busy	Busy	Active	Active	Busy	Active	Active
.....	Active	.....	.....	Active	.....	.....	.....	Active
Busy	Busy	.....	Quiet	.....	.....	Busy	.....	.....
Active	Active	Active	Busy	Busy	Active	Busy	Active	Busy
Active	Busy	Busy	Very busy	Active	Active	Busy	Busy	Quiet
Busy	Active	Busy	Active	Active	Active	Busy	Active	Quiet
Busy	Busy	Active	Active	Active	Active	Active	Active	Active
Busy	Active	Busy	.....	.....	.....	Active	Busy	Active
Active	Active	Busy	Active	Active	Active	Active	Active	Active
Active	Active	Active	Busy	Active	Active	Active	.....	Active
Very busy	Very busy	Busy	Busy	Active	Active	Active	Busy	Quiet
Active	Active	Active	Very busy	Active	.....	.....	Busy	Quiet
Active	Active	Busy	Active	Active	Busy	Active	Active	Active
Active	Very busy	Active	Very busy	Active	Active	Busy	Busy	Active
Busy	Active	Very busy	Active	Busy	Active	Active	Active	Active
Busy	Busy	Very busy	Very busy	Busy	.....	Busy	Busy	Busy
Active	Active	Active	Active	Active	.....	Active	.....	Quiet
Active	Active	Active	Active	Busy	Active	Active	Active	Active
Active	.....	Active	.....	.....	.....	.....	.....	Active
Busy	Busy	Busy	Active	Active	Busy	Busy	Busy	Busy
Active	Quiet	Active	Active	Active	Quiet	Very busy	Busy	Active
Active	Busy	Active	Busy	Busy	.....	Very busy	Busy	Very busy
Busy	Busy	Busy	Busy	Busy	Busy	Busy	Active	Quiet
Busy	.....	Busy	.....	Busy	.....	Active	Active	Quiet
.....	.....	.....	.....	.....	.....	.....	.....	Active
Active	Active	Active	Active	Active	Active	Active	Active	Busy
Busy	Active	Active	Quiet	Busy	Active	Very busy	Active	Dull
Busy	Active	Busy	.....	Busy	Active	Busy	Busy	Active
Active	.....	Active	.....	.....	.....	Very busy	.....	Very busy

within two months. Permits will also be issued to cut timber as cordwood, fence rails or telegraph poles. Permits are not transferable, and only one can be issued to a person at a time.

Mining.

Though coal shipments from Nova Scotia during the opening months of the year have been less than in the corresponding period of the preceding year, the outlook for the St. Lawrence 1907 trade is regarded as exceptionally favourable, orders on an extensive scale having been already received. The supply of labourers since the beginning of the year has been sufficient, but additional men will be called for when the shipping season opens. In Quebec, activity was resumed in the mica mining districts, the outlook being for a busier season than in any previous year. Asbestos mining was also very busy. The feature of the month at Cobalt, Ont., was the large amount of machinery being installed in different mines. Development work had been already begun. Shipments continued steady, about 20 mines shipping ore. The activity of operations in this camp and in the Larder Lake district was absorbing considerable numbers of labourers from Eastern Ontario. Conditions in Hastings County, in the oil district of southwestern Ontario, and in Algoma, showed increased activity compared with February. In Alberta and British Columbia the coal mines have been working to their utmost capacity, numbers of additional men being taken on, especially in connection with the mines on Vancouver Island. In the metalliferous mines of British Columbia the month was active, the improvement in transportation facilities having stimulated the output.

A bill was introduced into the House of Commons by the Hon. the Minister of Inland Revenue respecting the creation of a Dominion Department of Mines.

The Canadian Mining Institute held a meeting at Toronto, Ont., on March 8.

An important conference was held at Calgary, Alta., between delegates representing the United Mine Workers Unions of district No. 18, and the Western Coal Operators' Association, beginning on March 4. After a session of three days, an adjournment took place until March 18, when sittings were resumed and continued on following days. The meeting was called in connection with the expiry of an agreement between the mine owners and miners on April 1. No settlement with regard to various points under consideration had been arrived at up to the close of the month.

Manufacturing.

Employment was active in almost every branch and locality. Garment workers were particularly busy. Boot and shoe factories have been running to full capacity on spring orders, the recent advance owing to the continued stiffness of the leather market not having materially affected the market. Cotton mills were very busy.

Millers reported small mills busy on local demands; the larger mills were running to full capacity, there being an increase recently in the demand for flour for export. At the annual meeting of the Western Ontario Millers' Association, held at Guelph, Ont., it was stated that the car shortage had been hampering the operations of Western Ontario millers for some time, by delaying deliveries from the elevators. After a two days' session held in the city of Winnipeg, Man., by a number of millers from the Provinces of Manitoba, Saskatchewan and Alberta, an official statement was given out in explanation of an arrangement for amalgamation completed at the meeting. The arrangement embraces 17 milling concerns, which have united under the name of the Canadian Consolidated Flour Mills, Limited, with an authorized capital of $2,000,000. The headquarters of this company will be at Winnipeg, Man. The total capacity of the amalgamated plants is in the neighborhood of 3,000 barrels per 24 hours, with a present elevator capacity of over 15,000,000 bushels. The benefits which are expected to be derived from the amalgamation include the diminution of operating and marketing expenses. It was stated that the organization would be completed prior to the beginning of the fall milling season. It was

stated that the Hedley Shaw Flour Mills Company, operating at Oakville, Thorold and St. Catharines, Ont., had amalgamated with the Maple Leaf Flour Milling Company of Kenora, Ont. A number of mills in Manitoba and Alberta were working overtime on orders for the Japan trade.

The total quantity of Portland cement manufactured in Canada during 1906 was estimated at 2,152,562 barrels, compared with 1,541,567 barrels in 1905, an advance of 95.6 per cent. The total sales showed an increase of 57.4 per cent. Fifteen companies were operating plants during 1906, with a total daily capacity of about 10,500 barrels. Four additional plants were under construction during the year, of which the total initial daily capacity will be about 4,700 barrels. The average price per barrel was $1.49, compared with $1.42 in 1905.

Railway Construction.

Employment was more active than in February, though full activity will not be resumed until the frost is out of the ground. The chief features of the month were in connection with the engagement of men, the assembling of material and the completing of final arrangements as to contracts by the commissioners of the National Transcontinental Railway and by the Canadian Pacific, Grand Trunk Pacific and other companies. There are at present under construction on the government portion of the Transcontinental Railway about 395 miles. Contracts for additional sections were awarded during March as follows:

(1) To the Grand Trunk Pacific Railway Company, Montreal;—the construction of a section of the Eastern Division of the Transcontinental Railway, being from a point designated on the plans of the Commissioners about eight miles west of the Abitibi River Crossing easterly for a distance of about 150 miles; such contract to include all work necessary when the bridge superstructures are in place, to complete ready for operation a single track railway with side-tracks, switches, yards, terminal yards, depot grounds, spurs, and other necessary and appurtenant tracks, the Commissioners to furnish to the Contractor all the rails, fastenings, tie plates, track bolts and spikes either on board cars at the nearest accessible point by rail or at steamboat landing, or at a point along the line of road to be constructed, as may be directed by the Chief Engineer. The steel bridges, depots, shops, warehouses, freight and fuel sheds, however, do not form part of the contract. Time for completion, September 1, 1909. Security, cash $225,000.00.

(2) To the Grand Trunk Pacific Railway Company:—a similar contract to the above for a section of the road being from a point designated on the plans of the Commissioners about 150 miles west of the Quebec Bridge westerly to a point known as Weymontachene, a distance of about 45 miles. Time of completion, September 1, 1908. Security, $75,000.00.

(3) To M. P. & J. T. Davis, Quebec:—a similar contract for a section of the road being from a point designated on the plans of the Commissioners at or near the Quebec Bridge, easterly, for a distance of about 150 miles. Time of completion, September 1, 1909. Security, $225,000.00.

(4) To Lyons and White, Ottawa:—a similar contract for a section of the road being from a point designated on the plans of the Commissioners at or near the town of Grand Falls, in the Province of New Brunswick, westerly to the boundary line between Provinces of New Brunswick and Quebec, a distance of about 62 miles. Time of completion, September 1, 1908. Security, $90,000.00.

(5) To the Grand Trunk Pacific Railway Company:—a similar contract for a section of the road, being from a point designated on the plans of the Commissioners at or near the City of Moncton in the Province of New Brunswick, westerly for a distance of about 50 miles. Time of completion, September 1, 1908. Security, $75,000.00.

The additional sections to which the above contracts apply make a total of 457 miles. In all, the construction of almost half of the line between Moncton and Winnipeg has now been arranged for.

It was stated that about three quarters of the grading of the Grand Trunk Pacific Railway line from Winnipeg, Man., to Edmonton, Alta., had been completed, and that track laying, of which about 50 miles was completed last year, would be resumed as soon as the weather permitted. A large quantity of material has been assembled at Portage la Prairie, Man., Saskatoon, Sask., and other points. About 10,000 men, it was stated, will be engaged in this connection alone, at wages varying from $2.00 to $3.00 per day, board costing about $4.00 per week.

The report of the general consulting engineer of the Dominion government and chief engineer of the western division of the National Transcontinental Railway with reference to the progress made up to September 1, 1906, with the surveys, location and construction of the western division of said railway, was recently issued. Route maps, it was stated, had been submitted covering 1,247 miles of the road, of which 776 have been approved by the government. The construction of 720 miles between Portage la Prairie and Edmonton had been begun, but progress had been disappointing owing to the difficulty of securing the requisite number of men. The following detailed state-

ment of the amount of work completed up to September 1, 1906, was given:—

Character of Work.	Total.	Quantity done.
Clearing, acres	1,420	1,409
Grubbing, acres	260	97
Earth excavatn. c. yds	17,700,000	5,091,000
Rock, cubic yards	797,000	314,700
Culverts, lineal feet	62,000	17,900
Large trestle bridges, lineal feet	16,000	4,400
Smaller pile bridges, lineal feet	11,000	2,060
Steel bridges over large rivers, lineal feet	5,700	Nil
Telegraph & telephone lines, miles	750	20,000 telegraph poles delivered
Fencing, miles	1,500	Nil
Track complete, including ballasting	816	50,000 tons rails delivered; 160,000 ties delivered 2 miles track laid.
Station and other buildings, number	265	Nil
Cattle guards and sign boards, number	1,500	Nil
Rip-rap, cubic yards	20,000	200

It was anticipated that the track would reach Edmonton at the latter end of the autumn of 1907.

It was stated that the town site of the western terminal of the Grand Trunk Pacific Railway will be placed on the market during September, 1907.

It was announced by the Canadian Pacific Railway Company that the following new lines will be undertaken by the Company during 1907:—

Route.	Miles.
From Craighurst, Ont., to Sudbury, Ont., completing the Toronto-Sudbury line	173.80
From Milverton, Ont., to Goderich, Ont., completing the Guelph & Goderich Railway	39.00
From Walkerton, Ont., to Proton, Ont	37.50
From Listowel, Ont., to junction with the Guelph & Goderich Railway at Linwood	16.34
From Teulon, Man., northward	20.00
Extension of the Pheasant Hills Branch to a junction with the Wetaskiwin Branch, completing a through connection between the Calgary & Edmonton line at Wetaskiwin, Alta., and the main line at Kirkella, Man.	348.00
From Laurier, in Southern Manitoba, westward	29.40
From Wolseley, Sask., to Kaiser, completing the Wolseley-Reston Branch	24.20
From Weyburn to Stoughton, in Southern Saskatchewan	37.00
From Moosejaw, northward	50.00

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Route.	Miles.
Extension of Wetaskiwin Branch, eastward	48.50
From Bredenbury on the Manitoba & Northwestern branch to Esterhazy, on the Pheasant Hills Branch	20.00
From Sheho, Sask., on the Manitoba & Northwestern branch, northwest to a junction with the Pheasant Hills Branch	82.89
From Lethbridge to Macleod—change of line	31.37
Total	958.00

DOUBLE-TRACKING.

	Miles.
Winnipeg to Fort William	426.70
St. Ann's to Smith's Falls	108.00
Grand total	1,492.00

It was estimated that the total extent of new railways under construction in Canada during the summer season of 1907 would be in the neighbourhood of 6,000 miles. The number of railway construction labourers of various classes required for this work was estimated at 60,000.

General Transport.

Railway employees of all classes were very busy. It was estimated that the movement of western wheat was about 20 per cent. heavier than in the corresponding period of 1905. Preparations were actively in progress in anticipation of the opening of navigation. Steamboat men of various classes had signed their agreements for the season and were busy in connection with the refitting of vessels. Longshoremen, except at ocean ports, had not entered upon their season of activity. The outlook was for a very heavy movement of lake traffic on the opening of navigation.

A memorandum was recently addressed by the Board of Railway Commissioners, Canada, to the several railway companies under its jurisdiction with reference to insufficient rolling stock and other equipment upon railways and to the delays in transportation and delivery of traffic. The memorandum reviewed recent conditions, and requested from each company a full statement respecting rolling stock and equipment with a view to the prevention of a recurrence of the conditions of the past two years.

During March, the Inspector of Accidents of the Board of Railway Commissioners of Canada was instructed to ascertain what is the practice with regard to the limit of time during which railway employees may remain continuously on duty in the United States and in European countries, and to make a report thereon to the Board.

A decision with reference to passenger rates on railways was rendered by the Board of Railway Commissioners, Canada, on March 18. The decision will have the effect of establishing three cents per mile as the maximum rate to be allowed on lines east of the Rocky Mountains, and of reducing rates in certain sections of Ontario. The Provinces of Alberta and Saskatchewan will be chiefly affected by the decision.

The Trades.

Building.—Employment became much more active during March, and in the closing weeks of the month, bricklayers, masons, carpenters, etc., were at work in the majority of the cities. Lathers, plasterers and plumbers were still somewhat quiet, but builders' labourers and stonecutters were busy. The outlook was for a very active season, permits issued in several centres being in excess of those for the corresponding period of 1906.

Metal, engineering and shipbuilding.—These trades showed improved conditions compared with March. The repairing of vessels in anticipation of the opening of navigation gave active employment to large numbers. It was stated that the outlook was for a busy season in the British Columbia shipyards, the contracts for a number of new vessels, tugs, etc., having been already awarded.

Woodworking and furnishing.—Woodworking establishments of all classes had an active month. Planing mills and sash and door factories were busy on material for the building season of 1907. Coopers were fairly well employed.

Printing.—The various branches had a busy month, there being a demand for additional help in a number of cities.

Clothing.—Journeymen tailors were very busy on spring orders. Garment workers, hat and cap makers, etc., had a good month. Boot and shoe workers were busy.

Leather trades.—Prices of hides have been well maintained and general conditions in the leather market were unchanged from February. The strength of the hide market and the increased cost of production had an unsettling effect on the output, though conditions were generally active. The glove and mitt trade continued active, stocks being well depleted. Trunk and bag makers were active.

Food and tobacco preparation.—Confectioners were becoming more active in the latter half of the month. Trade conditions for bakers were reported exceptionally favourable during the months of February and March, though these are usually the dullest months of the year, the active condition of industry and the general prosperity having increased the consumption of bread in hotels, boarding houses, etc. Cigar makers and tobacco workers had a good month.

Miscellaneous.—Barbers, retail clerks, delivery employees and hotel and restaurant employees had a good month. There was a demand for stenographers at points in western Canada.

Unskilled labour.—Though the season of activity had not fully opened, labourers of this class were more active than in February and were already in demand at several points, especially in western Canada, in connection with the engagement of men for railway construction in 1907.

Canadian Trade and Revenue.

Foreign trade.—During February, 1907, the total value of imports entered for consumption was $25,408,166, compared with $21,298,686 in February, 1906. For the eight months ended February 28, 1907, total imports amounted to $220,392,545, compared with $182,208,331 during the corresponding period of 1905-06. The total domestic exports during February, 1907, amounted to $12,620,857, compared with $12,395,587 in February, 1906. For the eight months ended February 28, 1907, the total domestic exports were $165,785,033, compared with $163,230,020 in the corresponding period of the

preceding year. Declines in exports during February, 1907, took place under the headings of "The Mine," "The Forest" and "Agriculture," while increases went into effect under the headings of "The Fisheries," "Animals and Their Produce" and "Manufactures." During the eight months period increases were shown under the headings of ""The Mine," "The Forest," "Animals and Their Produce" and "Manufactures," and declines under the headings of "The Fisheries" and "Agriculture."

Imperial trade.—According to reports received from commercial agents of the Department of Trade and commerce, Canada, favourable market conditions prevailed in Great Britain for apples, wool, bacon, canned meats, hay, cheese and flour from Canada. In South Africa an opening for fruit packing cases was reported. General trade conditions in Australasia have been favourable. Canadian exports of flour to Newfoundland showed a falling off during 1906.

Domestic trade.—As the weather became warmer, business increased in volume. The Easter trade n the closing week of the month compared favourably with last year. The improvement in transportation facilities affected trade favourably, though delayed deliveries from manufacturers hampered wholesalers in certain centres in meeting the demands of their customers. The millinery openings early in the month were well attended. Sorting orders showed gradual expansion, and payments, which were dilatory in the opening of the month, were much more satisfactory as the month advanced. Stocks of dry goods and woollens were small in view of the current demand. Orders for building material of all kinds were heavy. The flour trade during the past few weeks has been very active in Western Canada. Recent Canadian bank clearings show an increase compared with last year, especially in western Canada. Money continued tight, especially in western Canada as a result of the delay in the forwarding of the 1906 wheat crop. A number of Canadian securities showed a pronounced decline in sympathy with United States markets.

The seventy-first yearly meeting of the Bank of British North America was held in London, England. A very favourable year was reported in view of the current industrial prosperity in Canada. The sum of £20,000 was transferred to reserve fund.

The Canadian bank statement for February 28, 1907, showed total assets of $934,693,905 and total liabilities of $759,-031,430. Notes in circulation amounted to $72,500,118 and deposits payable on demand to $168, 482,383.

Canadian revenue.—Canadian revenue during March, 1907, amounted to $7,827,-943.88, compared with $7,255,187.44 in March, 1906. For the nine months ending March 31, 1907, the total revenue was $65,814,457.79, compared with $57,015,-562.68 during the corresponding period of 1905-06.

The total expenditure on capital account during March was $1,033,815.01, of which the leading item was Public Works, $899,825.77.

The Provincial Treasurer of Ontario announced a surplus of $1,050,000 of revenue over expenditure during the past two years.

Notes.

A successful exhibition was held by the *Canadian Handicrafts' Guild*, at Montreal, during the opening week of the month.

According to the annual report of the *Building Inspector of Regina, Sask.*, buildings aggregating $1,982,000 in value were erected during 1906. The percentage of increase, compared with 1905, was 110.†

The ninth annual convention of the Associated *Boards of Trade* of *south-eastern British Columbia* was held at Greenwood, B.C., during March. Among subjects discussed were lumbering, fruit growing, forestry and general trade conditions.

A *consolidation* of the Brompton Pulp and Paper Company of Brompton Falls, Que., and the Royal Paper Company of East Angus, Que., which operates several mills, was announced. *

(†) In the table published in the March issue of the *Labour Gazette*, p 997, the total value of building in Calgarry, Alta., during 1906, was stated to be $1,482,984. This total, as was stated on p 1005, of the same issue, did not include returns from the suburbs of the city, which aggregates about $760,000 in addition.

(*) See report of Sherbrooke, Que., correspondent.

The directors of the *Penny Bank of Toronto* held a social meeting on March 1, at which the 60 local managers of the bank, principals of schools and representatives from outside towns were present.

The executive committee of the *Western Ontario Municipalities Niagara Power Union* held a meeting at Galt, Ont., on March 18. The schedule of rates formulated by the Power Commission was approved. A resolution was passed urging the government of Ontario to consent to the passage of legislation permitting the city of Toronto to expropriate the plant and equipment of the Toronto Electric Light Company.

At the annual meeting of the *Dominion Wholesale Grocers' Guild*, a resolution was passed condemning the prosecution of the Guild for alleged conspiracy, and urging that the meaning of the term "unduly" as it appears in the section of the Criminal Code with reference to combinations in restraint of trade be defined.

A by-law providing for an expenditure of $100,000 for the promotion of *smelting* works at Parry Sound, Ont., will be submitted to the ratepayers on April 15. The Company affected is the Dominion Smelters', Limited, which, under the terms of the agreement, undertakes to invest in the proposed smelting works the sum of $1,500,000, to employ at least 400 men, and to pay out in wages not less than $1,000 per day.

A new industry was recently established in Canada by the Wood-mosaic Flooring Company, Limited, of Montreal. The *manufacture of parquetry and mosaic flooring* has been carried on extensively in Europe and the United States for many years, but until recently there were no artisans in Canada following this trade. In the United States employment at the trade requires an apprenticeship of three years, and the work is divided into a number of departments. The trade calls for a high grade of skill and intelligence, though not for the employment of large numbers of men.

On March 23 a deputation representing the Allied Printing Trades Council of Toronto, Ont., had an interview with the Board of Control of Toronto, and requested that on the occasion of the renewing of civic printing contracts a clause be inserted in the contract requiring the use of the *Union label* on all printing done for the city. Representations in opposition to this request were heard on behalf of the Toronto Employers' Association and from individual employing printers. The city solicitor held that it would be illegal for the city to require a condition of this nature in the contract, and the Board ordered accordingly. A resolution was subsequently passed by the city council, at the request of the Allied Printing Trades Council, recommending that printing done for the city should bear the Union label.

A deputation representing the *British Columbia Executive of the Trades and Labour Congress of Canada* waited upon the provincial cabinet during March and urged the adoption of the 8-hour day in all industries, more particularly in connection with government work; the insertion of a fair wages clause in all government contracts; free text books in schools; and the passing of legislation providing for a centre isle in open street cars; and the fortnightly payment of wages. The deputation also favoured the repeal of the election deposit provision and of property qualification for municipal and other public offices. Opposition was expressed to governmental assistance to immigration. It was recommended that if in the opinion of the government there is a shortage of labour in British Columbia at the present time, a commission be appointed to inquire into the question, and that the Trades and Labour Council be equally represented with other bodies.

At the annual meeting of the *Bell Telephone Company of Canada*, held at Montreal, Que., it was stated that the paid-up capital of the company would be increased from $10,000,000 to $12,500,000. Developments were reported very active in Western Canada, 11,000 miles of ordinary line and 1,000 miles of long distance line having been built in Manitoba during 1906, and 5,500 subscribers added in the same province. Gross profits were shown to have been $4,136,000, and net profits $992,000. The number of exchanges operated was 571, and of agencies 1,160. Instruments in use numbered

95,000, a total of 16,950 subscribers having been added during the year.

In the Speech from the Throne with which the first session of the eleventh *Legislature of British Columbia* was opened on March 7, reference was made to the general prosperity of the province and the satisfactory state of the provincial finances. Legislation will be introduced amending the Assessment Act, amending the British Columbia Fisheries Act, for the purpose of determining the validity of certain coal and petroleum licenses renewed in south-east Kootenay in 1904, and for the establishment and maintenance of a provincial university. The legislature, it was stated, would be asked to provide in the estimates for the obtaining of a report on the subject of irrigation. Negotiations were said to be pending between the government and certain immigration and transportation agencies with the view of obtaining a desirable class of immigrants from the United Kingdom.

On March 7 a special committee was appointed by the city council of Toronto, Ont., for the purpose of holding a series of meetings in order to investigate the *housing* needs of the city. It is the intention to continue these meetings until the close of the year, when a definite plan of relief will be submitted to the council and brought before the citizens. At the first meeting of the committee it was decided to request the police commissioners to have an investigation conducted into overcrowding and other sanitary conditions of houses situated in the centre of the city, the object of the committee being both to relieve present conditions and to inaugurate a movement for thepermanent provision of proper housing accommodation. The second meeting of the committee was held on March 28, delegates being present from the Federated Council of the Building Trades, the Board of Trade, the Manufacturers' Association, the District Trades and Labour Council, the Builders' Exchange, the Associated Charities, the Board of Education, the Salvation Army and the City Mission. Each of the delegates in question has been appointed permanently to advise the civic committee throughout the year.

The *Canadian Society of Equity*, Limited, incorporated under the Companies' Ordinance, 1901, of the Province of Alberta, was recently organized with head office at Edmonton, Alta. The organization in a somewhat different form has been in existence for some time with the view of carrying out an educational propaganda among the farmers of the province. In a prospectus recently issued, the main object of the society is defined as the securing for the agricultural classes the benefits of the prevailing prosperity by eliminating some of the profits at present secured by middlemen on sales of grain, flour, binder twine and other commodities. More particularly the objects for which the Company was established are set forth as follows:—

"(*a*) To build, maintain and operate elevators, warehouses, flour and oatmeal mills, cold storage warehouses, packing houses and stockyards.

(*b*) To buy and sell binder twine, barbed wire and other fencing material, agricultural implements, lumber and timber, and all articles of general utility to farmers.

(*c*) To own real estate for building sites, farm lands, timber lands and coal lands, and to buy and sell the same.

(*d*) To buy, sell, own and operate coal mines and saw mills.

(*e*) To own and publish a newspaper or newspapers.

(*f*) To own and operate cheese factories and creameries.

(*g*) Generally to carry on all kinds of business which may be carried on for the benefit of farmers.

The capital of the Company is $60,000, divided into 1,200 shares of $50 each. Not more than five shares may be subscribed for by one person, and the expenses of management are to be kept as low as possible.

In the opening week of March a call was issued by the Ontario executive of the Trades and Labour Congress of Canada for a convention to be held at Toronto on March 29 for the purpose of organizing an *independent labour party* in the province of Ontario. In response to this call some 650 delegates from trade unions throughout the province assembled. A resolution, submitted by the Secretary of the Trades and Labour Congress of Canada, was adopted, approving of independent political action upon the part of Canadian workmen, and constituting an Ontario branch of the Canadian Labour party for the purpose of nominating candidates for municipal councils, the Provincial Legislature and the Dominion Parlia-

ment. The platform adopted by the Dominion Congress was adopted. A motion to restrict the political nominees of the party to holders of union cards was voted down.

The question of *old age pensions* has engaged the attention of the Dominion Parliament at different times during the present session. During the month of January, the Hon. the Minister of Railways and Canals introduced a resolution favouring the establishment of a fund to provide a living allowance to certain retired employees of the Intercolonial and Prince Edward Island Railways.** During February, a resolution requesting the early attention of the Government to the matter of improving the conditions of the aged and infirm poor by a system of pensions, was moved in the House of Commons by the Member for Cornwall and Stormont and was debated at some length, though it was subsequently withdrawn. The Right Hon. Sir Richard Cartwright, Minister of Trade and Commerce, laid on the table of the Senate, on March 6, a draft bill with reference to the providing of a system of old age annuities, under the terms of which it was stated an opportunity would be given to every one of providing at an easy rate a reasonable annuity for his support at an advanced period of life. The draft bill was tabled for the purpose of assisting in the discussion of the subject, and of securing practical suggestions. The three primary requirements for such a system were stated to be, absolute safety; freedom of payments from forfeiture of any kind; and the absence of any power to anticipate benefits. A scheme whereby a workman, by putting aside the wages of one or one and a half hours per week, could be guaranteed by the state an annuity of $120.00 per year when he had attained the age of 60, or of $200.00 after 65, all payments to cease at 60, was declared to be feasible, the elimination of profit under state management being the feature which would chiefly contribute to its success. Other advantages which the system might be expected to offer were mentioned as follows: that it would reach all classes, and that it would open a favourable field for the investment of small savings.

**The text of this resolution, together with a reference to a debate on the subject in the House of Commons on January 15 was published in the February issue of the Labour Gazette, page 901. A review of an act assented to on March 22 to establish such a fund is published elsewhere in the present issue in an article dealing with Domininion Legislation affecting Labour during 1907.

II. REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of March, Mr. Alex. Gregory was appointed correspondent to *The Labour Gazette* for Chatham, Ont., and district, in place of Mr. J. R. Snell, deceased. Mr. W. E. Ditchburn was appointed correspondent to *The Gazette* for Victoria, B. C. and district, to fill the vacancy caused by the resignation of Mr. J. D. McNiven upon his appointment as Fair Wages Officer of the Department.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were disturbed by severe weather during March. The railways and other larger works suffered most, traffic being delayed and travel impeded, while the coal and steel outputs were greatly reduced. The worst snow storm in many years occurred on March 7th. Two men perished and much damage was done to property. Scarcely had the railways been opened and work resumed when another severe snow storm swept the Island, doing less damage to property but causing a complete tie up. Fine weather followed the storms, and after two days clearing away of snow, work was again resumed. On the mainland the storms were less severe and the industries were little affected.

Two of the Dominion collieries were under repairs during part of the month and are in condition for a large output

when the shipping season opens. Owing to the coal heaps at Sydney Mines being unusually large, Sydney No. 3 was placed on single shift. A number of the men were thrown idle, but, as far as possible, all the men having families were employed. The coal heaps of the Dominion collieries are also unusually large, but no change in the shifts will be made. The Inverness collieries had a better month than in March, 1906. The Pictou and Cumberland collieries suffered from a shortage of cars. The output of the Allan shafts was 3,000 tons. From this on the output of this colliery will increase. The June output is expected to reach 10,000 tons The Broughton Coal Company is to be re-organised. It is now prospecting on the eastern side of the Sydney and Louisbourg Railway, with the view of putting down a shaft on its own areas. It is the Company's intention to operate the colliery already opened by one of the slopes sunk at the beginning. Two miles of railway will be built to Mira Bay, where coal piers will be erected on the eastern side of Round Island.

The Dominion Iron and Steel Company approached the Local Government of Nova Scotia with the view of getting a right of way through the Dominion Coal Company's coal areas at Little Bras Dor. This has been granted, but owing to the long distance to be traversed through the Coal Company's property before the Steel Company can enter its own and develop it, two years will be required before any material output can be attained.

Transportation was light in the first two weeks, but towards the end of the month the volume of business materially increased. It will continue to get heavier from this forward, as coal has had the right of way for some time.

Owing to the adverse influence of weather conditions, the wholesale and retail trades made little progress during March. The building trades were inactive, but the other skilled branches were active and unskilled labour was in demand.

The Union Bank of Halifax opened a branch at Dominion No. 1, on March 1st.

The fur trade has been exceptionally good this winter, and trappers have met with much success. The high prices have given a stimulus to the trade and caused a larger number of men to go out.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour during the past month has been, considering the stormy weather, up to the average, showing an improvement over last month. Among buildings under construction, which are well advanced, are the new Custom House, which is practically finished, and the new Chronicle building. Work on the Commercial Bank of Canada building will be pushed forward expeditiously as soon as weather permits. There were several contracts signed for extensive repairing and building operations, and work in these lines promises well for the summer. The ice crop has shown a decided improvement over last year.

The Provincial Secretary's report shows that the number of companies incorporated for the fiscal year ending 30th September, 1906, has been far in excess of any previous years since the Joint Stock Companies Act has been passed. There has been a steady increase from year to year and the total number incorporated since the adoption of the Act is 329, as follows:—

Year ended September 30,	1900	6	Companies.
" "	1901	23	"
" "	1902	34	"
" "	1903	58	"
" "	1904	55	"
" "	1905	62	"
" "	1906	91	"
Total		329	

The number of companies registering during the year was 555, an increase over 1905, of 32 companies. The following figures show number of companies registering under the Act for the past three years:—

1904	473
1905	524
1906	555

Certificates of incorporation were issued during the past year to twelve stations of the fishermen's union of Nova Scotia, making a total of seventeen stations now incorporated under the Act. Following are the names and locations of stations incorporated during the period:

Station	6	situated at	Tiverton, Digby Co.
"	7	"	Westport, Digby Co.
"	8	"	Centreville, Digby Co.
"	9	"	Freeport, Digby Co.
"	10	"	Sandy Cove, Digby Co.
"	11	"	Long Beachaud, Digby Co.,
"	12	"	Little River, Digby Co.
"	13	"	Mainadieu, Cape Breton Co.
"	14	"	Western Head, Queens Co.
"	15	"	Port Morien, Cape Breton, Co.
"	16	"	Lingan, Cape Breton Co.
"	17	"	Little Bras d'Or, Cape Breton County.

The revenue from Joint Stock Companies has been yearly increasing as shown by the following figures:—

1903	$ 2,186
1904	12,129
1905	13,500
1906	14,341

A group of business men recently organized the Halifax and Sheet Harbor Steamship Company to operate a steamer between this port as a western terminus, and Sheet Harbor on the east. The route will include eight ports of call.

During the past fortnight arrangements were made for the removal of the Silliker Car Works from Amherst to Halifax. An office will shortly be opened here, and building will be started as soon as weather permits. The firm will continue to run a branch at Amherst. The city of Halifax will borrow $125,000 to be loaned to the Company, and an Act to authorize the same will be introduced at the present session of the Legislature.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Catches are expected to increase during the coming month.

Mining.—This industry was quiet.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons experienced a rather dull month, but prospects are good. Carpenters and joiners, painters, decorators and paperhangers had a fair month, plasterers and lathers were quiet. Plumbers also had a quiet month. Stonecutters (granite) were well employed, but builders' labourers were dull.

Metal and engineering.—Boilermakers had a normal month.

Printing and allied.—Printers had an active month all hands being employed, and a number working overtime. Pressmen were busy. Bookbinders had more than they could conveniently attend to.

Clothing.—Tailors and garment workers were dull.

Food and tobacco.—Bakers and confectioners, butchers and meat cutters, ice cutters and drivers had a fair month.

Unskilled.—There was a falling off compared with the corresponding month of last year.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During March all classes of labour have been busy. It is expected that many new contracts of various kinds will be started in April, and workmen of all kinds will be in demand. Building operations promise to be very brisk this summer. The new Methodist Churches to cost about $60,000, started last season, will be completed, as well as the Henson Block, and the Royal Bank of Canada Building. In addition to these, several new building blocks of stone and brick will be erected. It is expected that building activity this summer will be as great as last year. The annual meeting of Rhodes Curry and Company was held, and a very satisfactory statement of the year's business submitted. The usual dividend was declared, and the old officers and directors re-elected. The Company has many orders on hand, including a large order for box cars for the Grand Trunk Pacific. Every manufacturing concern is busy with an abundance of orders ahead. A new station

is to be built this summer at a cost of about $30,000, which will give employment to a large number of workmen. The Canada Electric Company intends, at once, to enlarge its plant so as to increase its capacity. A twenty-four hour service will be given in the near future. The factory of the Malleable Iron Works will be enlarged this spring and an extension will be built that will about double the size of the plant, and increase the output to correspond. The outlook here is for one of the busiest summers in the history of the town. Labour disputes are almost unknown in Amherst.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Employment was at a standstill owing to the weather, but the farmers were beginning to prepare for spring.

Lumbering. — Lumbering operations were about over for the year. The winter has been a favourable one, and the cut has been heavier than last year. Shipments will commence as soon as the ice is out of the harbours.

Manufacturing.—All industries were busy on spring orders. The Amherst Boot and Shoe Company, and the Amherst Foundry Company were making large shipments to Western Canada. The Robb Engineering Company has a large number of orders for engines and boilers on hand.

Mining.—All the mines were busy. The work of construction at the Eastern Coal Company's property at Maccan is well advanced and this Company will soon be raising coal.

CONDITION OF PARTICULAR TRADES.

Building.—Work has been quiet, but when the spring opens up there will be more employment for a large number of men at good wages.

Metal, engineering and shipbuilding.—Iron workers, moulders, etc., have been busy, with wages good. Machinists and engineers report plenty of work. Boilermakers were very busy, at high wages.

Woodworking and furnishing.—Woodworkers have had a busy month. Car builders were exceptionally busy, and a good summer is assured.

Printing and allied.—Printers were busy, and in good demand.

Clothing.—Journeymen tailors were in demand. Wages are high, and work plentiful.

Leather.—Trunk and bag makers had plenty of work, with orders ahead.

Unskilled labour.—This class will be more in demand from now on, the outlook is for a scarcity in this line during the coming season. Wages were good.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION, ETC.

The general condition of the labour market during March showed little improvement over February, the supply being in excess of the demand. The two winter steamers were stuck in the ice for nearly three weeks, with bad results for trade. Towards the end of the month, regular communication was resumed. The congestion of exports was soon removed, but there is a big accumulation of goods at Pictou, which are needed by the merchants in Charlottetown. Outdoor building operations were quiet. In the city, work was continued on the new railway station, and on the Prince of Wales College. The contract was let for the extension of the wharf at Souris, and work will be started on the opening of navigation. The existence of a case of smallpox in the city caused a closing down for sixteen days of churches, schools, colleges, places of amusement, etc., and had a detrimental effect on trade.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Operations were quiet. In some sections a considerable quantity of mussel mud, which makes an excellent fertilizer, was handled.

Fishing.—The lobstermen were busy fitting up boats and traps preparatory to

the opening of the season. Eel and smelt fishing was practically closed.

Railroad construction and employment—With the exception of the new railway station, there was little construction work in progress.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons had a dull month. Carpenters and joiners, painters and decorators, plumbers, gas and steam fitters were active.

Metal, engineering and shipbuilding.—Iron moulders, workers and helpers were active. Machinists and engineers were active. Linemen were busy and blacksmiths active.

Woodworking and furnishing.—Woodworkers and car builders were active.

Printing and allied. — Printers and bookbinders were busy.

Clothing.—Journeymen, tailors, boot and shoe workers were active.

Food and tobacco.—Bakers, confectioners and tobacco workers were active.

Leather.—Tanners and curriers had a quiet month, but saddlers were active.

Miscellaneous.—Barbers, clerks and stenographers were active.

Transport.—Railroad conductors, locomotive engineers, firemen, railroad telegraphers, trainmen, switchmen, trackmen, and freight handlers were active. Longshoremen at Georgetown were busy, while the steamers were running.

Unskilled.—There was little demand for men.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during March continued about the same as in February. The weather was cold, thus preventing much outdoor work. Carpenters, however, found steady employment on inside jobs. Unskilled labour was quiet. Trade was good. The Banks reported collections good, and wholesale merchants had heavy orders on hand. Retail trade has been up to the season's average. A large number of transfers in real estate have taken place, all at marked advances over last year's prices. Dwelling houses are still scarce, and rents still show an upward tendency. About 50 men have been employed at the new I. C. R. shops, and as soon as the snow disappears and settled weather comes, several hundred will be required, including carpenters, mechanics, unskilled, etc. A movement backed by outside capitalists to establish a street railway is on foot. Wages and hours of labour remained the same, and no unrest occurred among the employed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were active for the season, snow roads enabling them to carry out a large amount of hauling. Produce of all kinds was in good demand at high prices. Hay unpressed was quoted at $12.00 to $14.00 per ton. butter at 25 cents to 28 cents per lb., and eggs at 30 cents to 35 cents per dozen. Preparations for the maple sugar season furnished additional work.

Fishing. — This industry has been comparatively quiet along the coast.

Lumbering.—Work in the woods is about over, but the portable rotaries are actively at work handling the winter's cut. Little stream driving is done in this vicinity.

Manufacturing.—Conditions have been active, all manufacturing establishments working steadily throughout the month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons and stone-cutters were quiet, with carpenters and joiners fairly well employed. Plasterers, painters and decorators were becoming more active towards the close of the month. With the advent of warm weather the demand for all classes of builders promises to be heavy and in excess of the supply.

Metal, Engineering and Shipbuilding.—Iron moulders, iron workers and helpers

found employment steady. Machinists and engineers were active with electrical workers busy. Linemen were busy putting up new telephone cables. Blacksmiths and horse-shoers were active. The blacksmiths have decided to advance the price of horse-shoeing from $1.00 to $1.25, and of removals from 75 cents to $1.00.

Woodworking and furnishing.—Woodworkers, upholsterers and polishers were busy. Car-builders were steadily employed.

Printing.—Printers and pressmen had a good month, employment being steady and wages good. Bookbinders were busy.

Clothing.—Journeymen tailors were busy and garment workers of all kinds active.

Food and Tobacco preparation.—Bakers were active and butchers busy. Ice handlers were busy harvesting the ice supply.

Leather.—Quietness prevailed.

Miscellaneous.—Barbers were active. Clerks and stenographers were busy and in good demand. Delivery employees and laundry workers were active.

Transport. Railway crews had an active month, freight and passenger traffic, both being good. A large number of specials were required for the conveyance of emigrants. Teamsters and expressmen were busy.

Unskilled.—Conditions were quiet during the first part of the month, but more active towards the close. April will witness large demands for this class.

CHATHAM, N.B., AND DISTRICT.

Mr. Theo. DesBrisay, correspondent, reported as fo lows:—

GENERAL CONDITION OF THE LABOUR MARKET.

At this season of the year only workmen under yearly agreements are employed, and general conditions are dull. The cutting and hauling of ice gave some employment to a number of men and teams. Two large "lighters' are being built for the firm of Summer & Company, at Bathurst, N.B., and several others for local use on the river. The fishermen along the shore from Miscou to Escuminac were hauling supplies for the spring fishing, which commences as soon as the ice is clear of the shore. The town is increasing its electric lighting plant and has brought in three patent tube boilers from Toronto, which have been placed in position. There have been no changes in rates of wages or hours of labour and no lockouts or strikes reported during the month.

CONDITIONS OF LOCAL INDUSTRIES.

Agriculture. — Farmers were hauling wood to the market and were otherwise engaged preparing for spring work.

Fishing.—The winter fishing season closed on February 15th, Catches were only fair.

Lumbering.—The mills employed in summer-time in the manufacture of deals, etc., are being prepared for spring work. Many men employed during the winter in the lumbering industry have come out of the woods, but large numbers are still employed there.

It is stated that hardship is frequently occasioned by the practice on the part of lumbermen of hiring more labour than is required for the winter season in the woods, the result being that the work is completed at an unnecessarily early date and large numbers left in remote districts without employment until spring.

CONDITION OF PARTICULAR TRADES.

Building.—There was very little, if any, building going on. With the exception of carpenters and joiners employed at indoor work, and plumbers and gas-fitters, who were busy, and other employment was dull.

Metal, engineering and shipbuilding.—Iron moulders, core-makers, electrical workers, stove mounters, boilermakers and blacksmiths, horseshoers and jewellers were busy, with steam engineers active.

Woodworking and furnishing.—Carriage and wagon makers, pattern makers, coopers and shingle weavers were busy, with woodworkers active.

Printing —Conditions were active.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were active.

Leather.—Active conditions prevailed.

Miscellaneous.—Barbers, clerks and stenographers were busy, with delivery employees, restaurant and hotel employees, and theatre employees, active.

Transport.—Railroad train crews, including switchmen, trackmen and freight-handlers, were active. Some ship labourers were employed on repair work to boats. Cabmen, carters, draymen teamsters and express men were busy.

Unskilled.—This class had some employment at the pulp mills, and sawing wood.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

As spring approached an improvement was noticeable in the labour market. Work has been resumed on the erection of the Royal Bank of Canada building, and a number of bricklayers are employed thereon. The mill of Messrs. Stetson and Cutler, at Indiantown, is being enlarged and improved and a number of new power machines will be installed. From the mill to the wharf a large new runway is being built. An electric dynamo is also being installed, with capacity for 300 lights. Miller's mill, at the Strait Shore, commenced sawing on March 25, and has on hand enough logs to supply material for two months. A new addition to the Hospital for nervous diseases has been completed and is now in use. A number of new electrical ironing machines have been installed on the second flat.

Up to March 23, the cargoes of 84 steamships had been filed at the Customs House. These vessels took away Canadian goods valued at $9,520,887, and foreign goods valued at $4,791,343, making a total value of $14,312,230.

Bank clearing for the five weeks ending March 28, were $5,513,264, and for the corresponding period last year $4,685,905, being $826,359, greater in 1907, than in 1906, and $989,275 greater than during the four weeks ending February 21 of the current year.

Wholesale and retail trade was reported improving and as soon as the ice runs out of the river a greater improvement is anticipated. The Master Horseshoers organized on March 2, and will be known as the "Master Horseshoers' Protective Association." The horseshoers will advance rates 25 per cent. after April 1. The Association has decided to ask the following prices:—Four shoes, $1.25; four removed, 75 cents; bar shoes, 50 cents, each; hand-turned shoes, $1.50. The livery stable keepers are also comtemplating an increase, and after April 1, the hire of a horse and carriage will cost 50 per cent. more. The livery stable keepers claim that food is high, hay costing $20.00 per ton. On March 23, the St. John Railway Company voluntarily raised the pay of all motormen and conductors, who had been in its service more than three years. This company also made each of its motormen and conductors a present of a free uniform.

In the February number of the *Labour Gazette* mention was made of the discovery of a large supply of tripolite at Dry Lake, now called Silicate Lake, about 57 miles from St. John. This should have read 7 miles. Work has been suspended for the present at this lake.

On March 13, fourteen teamsters employed at Portland Rolling mills went on strike for an increase in pay. They had been allowed 40 cents per ton for iron hauled to the city, and they demand 50 cents, and 75 cents per ton, with ferrage, for hauling to St. John, West. The strike was settled March 14, the teamsters being granted an increase of 10 cents a ton.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The prospects are good for lumber driving on the head-waters of the St. John River as there is from 3½ to 4 feet of snow on the ground. A Bill is

now before the legislature to enable the St. John River Log Driving Company to take over the Fredericton Boom Company's plant and business, which will mean that the former company will manage the logs from the time that they enter the upper St. John River until they pass through the rafting grounds. Stetson, Cutler and Company have purchased from the Murchie Lumber Company extensive crown land holdings on the Tobique. It is said that the block contains about 260 square miles.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, painters and decorators found conditions active, but the other branches were somewhat inactive.

Metal, engineering and shipbuilding.—Iron workers and helpers, machinists, engineers, blacksmiths, sheet metal workers and horseshoers were actively employed. Steam engineers were busy, and boilermakers, electrical workers and linemen very busy.

Woodworking.—Conditions with woodworkers and shingle weavers were active.

Printing.—Busy conditions prevailed with printers, pressmen and bookbinders.

Clothing.—Active conditions prevailed with journeymen tailors.

Food and tobacco preparation.—Bakers and confectioners were busily employed, with cigarmakers active.

Miscellaneous.—Broom-makers were very busy, and brush makers active.

Transport.—Railway train crews, railroad telegraphers, switchmen, trackmen and freight-handlers, street railway employees, teamsters and expressmen were busy.

Unskilled.—Active conditions prevailed.

DISTRICT NOTES.

Fredericton.—The estimates for 1907 show several Provincial Departmental employees are to receive advances in salaries. The Deputy Surveyor General, will be raised from $1,660 to $1,950; another employee of the Crown Land Department will be raised from $650 to $800, and two employees of the Public Works Department will be raised from $600 to $800, each. The extremely cold weather during February caused a shortage of coal, there being more burned than in former winters. Good dry hard wood was selling for $5.00 per cord in four feet lengths.

On March 11, about 85 employees of the John Palmer Company, Limited, tanners and larrigan makers, went on strike. The strike was caused by the refusal of the Company to grant the demands of the piece workers for an increase in wages. The men have been receiving $1.80 per dozen for turned heel work; $1.50 for boys' larrigans, and $1.80 per dozen for men's ordinary larrigans. They demanded $2.00 per dozen for the above classes, with 40 cents per dozen for the turned work. They were getting $2.00 per dozen for larrigans with ten-inch legs, and they asked $2.40 per dozen for this class of work. The strikers have formed a larrigan makers' protective union.

Fredericton Junction.—The Canadian Pacific Railway Company's round house and locomotive No. 517 were recently burned.

Sackville.—The electric plant of the Sackville Electric Light and Telephone Company has been purchased by Mr. Charles W. Fawcett and Charles Pickard. According to the financial statement of the town for 1906, the bonded debt stands at $84,900, as against $76,800 for the preceding year. Two additional sewers have been put in, new water pipes have been laid, 30 new water services added, six hydrants put in position, and several new electric street lights installed.

St. Andrews.—A meeting of the Fishermen's Union was held on March 25, and the prices at which fishermen will sell their sardine herring catches to the packers at Lubec and Eastport, Maine, was fixed as follows:—From the first of the season to July 31, $8.00 a hogshead, and from July 31 to the end gf the season, $6.00 a hogshead. A standard tub was decided on, to hold 14 imperial gallons, 10 to be regarded as a hogshead. The Union also passed a resolution permitting the sale of herring for smoking purposes at any figure.

St. George.—The contract for the erection of the steel superstructure for the bridge has been awarded to the Dominion Bridge Company.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and Edward Little, correspondents reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was more actively employed during March than in February, owing to improved weather conditions. Work was commenced by the building trades, and it is expected that all will be employed by the middle of April. The fitting out of steamboats, tugs, etc., for the shipping season, gave employment to a large number. The prorogation of the Provincial Legislature caused a falling off in employment among hotel and restaurant employees, hackmen, etc.

It was stated that the Dominion Textile Company would increase the wages of its employees 10 per cent., dating from April 1. This will effect 1,054 employees at the Montmorency Cotton Mills. There were no disturbances in the labour market during the month.

The Harbour Commissioners had a number of men at work on repairs and at strengthening the cross-wall between the Louise dock and basin. This work was begun during the winter. A number of teamsters were employed drawing timber and lumber from the Louise Basin to Cap Rouge, to be utilized there on the viaduct under construction for the Transcontinental Railway. The Civic Finance Committee has granted $500 to assist in the reception of the delegates to the Convention of the Brotherhood of Locomotive Engineers, which will be held in this city during June, 1907, and at which some 2,000 representatives are expected. A deputation waited upon the Hon. Premier of the Province on March 22nd, and requested a grant from the government of $5,000 for the purpose of inaugurating a workingman's library in the "Bourse du Travail."

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Prices of products were high, butter bringing 24 to 30 cents per pound, and fresh eggs 30 cents per dozen.

Lumbering.—The men were returning from the camps. It was stated that the cut would be larger than last year. If favorable conditions for the drive prevail, a busy season for the mills is assured.

Railway construction.—It is expected that the work on the La Tuque branch of the Quebec and Lake St. John Railway will be completed during the coming summer. Over 5,000 men have been employed throughout the winter.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons and plumbers were quiet. Carpenters, lathers, painters, stone-cutters and builders' labourers had a good month.

Metal, engineering and shipbuilding.—Iron workers, moulders, machinists, etc., were busy. Electric workers and linemen had a very active month, while boilermakers and iron shipbuilders were very busy.

Printing and allied.—Printers and pressmen were very busy. Bookbinders were busy.

Clothing.—All branches were busy.

Food and tobacco preparation.—Ice cutters had completed their season of greatest activity. Cigarmakers were active.

Leather —These trades were very busy.

Transport.—Railway employees of all classes were busy. Street railway employees, cab drivers, etc., were somewhat quiet.

Unskilled.—Activity prevailed.

THREE RIVERS, QUE., AND DISTRICT.

Mr. John Ryan correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Little change in the condition of the labour market took place during March. Up to the 21st the weather was cold. The

roads, however, were exceptionally fine, greatly facilitating business. There has been at least fifty per cent more coal consumed this winter than in past years. The cold, however, caused an excellent ice bridge, with all its advantages of increased traffic. The finest ice crop ever stored was harvested in this city and district. This, added to the transportation of freight and stone from the South Shore, has given employment to large numbers of workmen all winter.

Trade and commerce is likely to be somewhat dull for a few weeks, but most lines of business were fairly active. The lumbermen were busy preparing for the drive. They have been delayed by insufficient railway facilities for the conveyance of men and stock for the shanties. Many men have returned from the lumber camps and will rest until the sawmills start operations. Many are starting for the drive on the St. Maurice and its tributaries. There has not been as heavy a cut of logs as in the season of 1905-06, but it is estimated that about four million feet of logs have been cut this season. There have been no chengas in wages, which remain the same as last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a satisfactory month, produce selling well at good prices. Many farmers have commenced making maple sugar, and from appearances it will be a good crop. On the 27th instant rain fell in heavy quantities; this will help the production of maple sugar.

Manufacturing.—All industrial establishments have been fairly busy.

Mining.—There was little activity in mining operations, but several exploring parties intend starting next month.

Other industries.—All other industries have been fairly active. Typhoid fever and la grippe have been prevelant for some time and have hampered industry and trade.

CONDITION OF PARTICULAR TRADES.

Building.—Many were dull during the winter months, including masons, bricklayers, etc. Bricklayers and masons were not busy, but carpenters and joiners were fairly well employed at workshops and on repairs. Other branches were somewhat dull.

Metal, engineering and shipbuilding.—Iron moulders, iron workers, helpers, coremakers, machinists and engineers were fairly busy, as were blacksmiths, bicycle workers, horseshoers and jewellers.

Woodworking and furnishing.—Woodworkers, varnishers and polishers and shingle weavers were fairly busy Wood carvers, carriage and wagon makers were fairly busy making and repairing summer vehicles.

Printing.—Printers, pressmen and book binders were busy.

Clothing.—Journeymen tailors and garment workers were fairly well employed. Boot and shoe makers were busily employed.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters were busy. The ice cutters' season is over, but the drivers will be busy soon. Cigar makers and tobacco workers were well employed.

Leather.—Somewhat dull conditions prevailed.

Miscellaneous.—Railway trainmen, including telegraphers, switchmen, trackmen and freight-handlers were very busy. The latter, from reports received, were scarce. Hackmen, cabmen, etc., were fairly well employed.

Unskilled.—Dull conditions at present prevail with this class, but it will soon be busily employed.

SHERBROOKE, QUE., AND DISTRICT.

Mr. Henry Logie, correspondent, reported as follows:—*

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was generally well employed during March, except in the building

(*) In the report of the local correspondent for Sherbrooke, Que., and district in the March issue of the *Labour Gazette*, it was stated that the minimum of the salary tax levied by the city would be raised from $500 to $3,000. The latter amount should have read $1,000.

trades, the weather not being such as to allow full operations in this line to begin. The machine shops and factories have been very busy. The indications are that building operations in Sherbrooke this year will be in excess of what was anticipated at the beginning of the year. When work opens up, there should be a good demand for men. The Canadian Rand Drill Company has been advertising for men. Contracts are being called for the new exhibition buildings; the sum to be spent in this connection, including the Provincial Government building, will amount to about $15,000. The Y.M.C.A. will spend $35,000 on additions to its present building. The Canadian Rand Drill will also make additions to their workshops which wlil nearly double the capacity of the works. The above is in addition to the several large contracts already underway. The Water Committee is considering a report of the City Engineer calling for an extension of the water system to cost $128,000. This has become necessary owing to the increase in the population. The question of municipal ownership of the electric light plant is again before the citizens, and a by-law will be submitted shortly to authorize the council to borrow $200,000 for the installation of such a plant.

The amalgamation of the Brompton Pulp and Paper Co., of Bromptonville, and the Royal Paper Mills Co., of East Angus was recently effected. The plant of the latter concern as well as over 100,000 acres of timber limits have been in the market for some time. The first payment of $250,000 was paid down by the Royal Paper Co.'s plant, the total price being in the neighborhood of $1,200,000, in which amount the E. T. Bank held an interest of about $1,000,000. The amount involved in the consolidation is about $3,000,000. The final deeds will be passed next month. It is expected that the mills at East Angus, which have been idle for sometime, will be started up.

According to the annual report of the City Assessors, the increase in the taxable real estate is $247,198, the total property valuation now standing at $5,350,475.

The City Council will give a grant of $5,000 in aid of the Dominion Exhibition.

The Eastern Townships' Immigration Agent in England, writes that he is meeting with success in securing farm labourers for the Eastern Townships. He reports, however, that it is almost impossible to secure female help. An Eastern Townships' representative has been appointed for the Self-help and E. E. Emigration Societies of London, England. These organizations only send out those men who are morally and physically fit to live in Canada.

Wholesale and retail trade has been busy.

The Carpenters' Union of this City has decided to approach the employers for an increase in wages as soon as the spring work begins. The employees of the Dominion Textile Co., at Magog, have been notified that they will be granted an increase in wages of 10 per cent. from the 1st of April.

CONDITION OF LOCAL INDUSTRIES.

Agriculture —Farmers were preparing for spring work. A series of lectures under the auspices of the Department of Agriculture were held throughout this section. The subjects treated were,—hogs, dairy cattle and crop rotation. Many farmers were busy in the sugar bush. The demand for maple syrup and sugar is much in excess of previous years. At the annual meeting of the Sherbrooke Dairymen's Exchange, it was shown that there was an increase in the value of butter and cheese boarded in 1906, of $89,674.00 over the previous year, the total for last year being $316,128.52.

Lumbering.—Operations were about over in the woods and the cut has been drawn to railway sidings for shipment, or to the streams to be floated when the ice goes out.

Manufacturing.—All branches were busy.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, stonecutters and builders' labourers were dull. Carpenters and joiners were active.

Paper hangers were busy, as were also plumbers.

Metal and engineering.—Iron moulders, iron workers and machinists were busy.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers were active. Carriage and waggon makers and pattern makers were busy.

Printing and allied.—Printers, pressmen and bookbinders were busy.

Clothing.—Journeymen tailors and garment workers were very busy.

Food and tobacco preparation.—Bakers, confectioners ,butchers and meat cutters were active. Cigar makers were active.

Miscellaneous.—Clerks and delivery employees were active. Hotel and laundry workers were quiet.

Transport.—All branches were active.

Unskilled.—There was a good demand throughout the month.

DISTRICT NOTES.

Brompton Falls.—The Tobin Mfg. Co., have nearly all their lumber, about three million feet, now in yard. The lumber is better quality than last year's cut, especially the maple and birch of which a large amount will be used for flooring, furniture, and interior finish for buildings. Both dry kilns, recently damaged by fire, are now reconstructed and filled with lumber. The machine repair shop, now under construction, is nearly finished. There were 110 men on their last pay roll, but when the furniture department is running with its full compliment of help this number will be largely increased.

Waterloo.—A comb factory is to be started in the course of a few days where the Waterloo Novelty Company has been in operation for the past few months. It will manufacture all kinds of combs and fancy articles and will employ about twenty hands to start with.

Scotstown.—The following resolutions were passed at the recent council meeting.

"That the ratepayers of the town of Scotstown be asked to grant a bonus of $10,000, as an inducement to any manufacturing industry, payable $4,000 when the plant is completed, $3,000 at the end of the first year and $3,000 at the end of the second year, providing that in each case the said company shall have paid out as least $12,500 per annum."

"That the said plant shall have an actual value of at least $15,000 and be insured at the expense of the company for an amount equal to their indebtteness to the town. The town shall have a first mortgage on the said plant for the sum of $10,000 and that the said company shall receive a discharge of 5 per cent. of the wages paid, providing the said wages shall exceed $12,500 annually. The wages shall include only money paid to men actually labouring in the plant here as day labourers and no credit shall be given for the salary of any officer, except he is annually employed and that the amount of his wage shall not exceed the average wage. And that the wages shall be paid monthly."

Coaticook.—The dry goods stores in town are closing three nights a week now for the year round, instead of two as heretofore.

Compton.—The first emigrants of the season arrived in Compton and were at once located.

West Brome.—During the year 2,128,768 pounds of milk were taken in, by the Brome Valley Creamery for which a gross sum of $20,467.45 was received, making the average worth per cwt., gross, as ninety-two cents and two mills. The expenses amounted to the sum of $2,442.73. As 2,128,768 pounds of milk were used for the manufacture of 90,862 pounds of butter, it is seen that 23 2-5 pounds of milk were consumed in the manufacture of each average pound of butter.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active during March, and the various industries were very busy. The building trades were still dull, but activity is hoped for as the spring advances. Sash and door factories have orders on hand for some time to come. The iron industry was very busy, there being sufficient work in hand to give employment to skilled workmen at remunerative rates. Boot and shoe factories were very busy, night work being necessary to fill orders before stock taking at the beginning of next month. The leather industry was

active, overtime being necessary. The hands in the Casavant Organ Factory are sure of work for some time to come. The City Council at its last meeting named a special committee for the purpose of indicating new factories to come. Unskilled labour was generally well employed, there being work for all and some difficulty in securing men. House rents continued high, but there was sufficient housing accommodation for the population. At a meeting of the Agricultural Society it was decided to hold the annual exhibition of the county on September 12. The Seed Grain Exhibition will be held on April 3, 4, 5 and 6. A new lumber company has been formed, the St. Simeon Lumber Company, with authorized capital of $290,000, and subscribed capital of $170,000. The principal place of business will be at Drummondville. The Company owns 62 sq. miles of timber limits below Murray Bay, on the St. Lawrence River. Operations are to begin on May 1st. The wood is to be converted into pulp on the limits. Wholesale trade generally was active; retail trade though comparatively quiet had satisfactory prospects. Banks had a very active month with more regular collections. There were no changes in rates of wages and hours of labour and amicable relations continued between employers and employed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were excellent among farmers, the sale of cordwood having been very active. Hay was scarce and dear. There was much activity as the maple sugar season approached. Current prices of farm produce were:—

Vegetables.—Celery by foot, 15 cents; shallots per package, 5 cents; onions per string, 10 to 25 cents; cabbages per head, 3, 5 and 8 cents; lettuce per bunch 2½ cents; parsley per package, 5 cents.

Dairy produce.—Fresh butter per pound, 28 cents; salt butter per pound, 23 cents; fresh eggs per dozen, 35 cents; fresh cream per gallon, 80 cents.

Poultry.—Fowl per couple, 75 to 80 cents; chickens, live, per couple, 80 cents.

Meats.—Beef per 100 pounds, $8.00; fresh pork per pound 11 cents; hides per pound, 12 cents.

Divers.—Honey, rendered, per pound, 10 to 12 cents; honey in comb, 12 cents; maple sugar per pound, 13 cents; maple syrup per gallon, $1.00; lard per pound, 15 cents; leaf tobacco, per pound, 20 cents; hay per ton, $14.00.

Activity was commencing among farm labourers who were in demand. Wages were good and the coming season promises abundance of work.

Manufacturing.—Manufacturing establishments were very active, working full time and with full staffs.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, stonecutters and builders' labourers had a dull month. Carpenters, joiners, steam and gas fitters had a fair month, as had plumbers. Lathers, plasterers and painters had a quiet month.

Metal, engineering and shipbuilding.—These trades were very active.

Woodworking and furnishing.—Woodworkers, varnishers, polishers, pattern makers and carriage makers had a good month.

Printing.—Printers, pressmen and bookbinders were very active.

Clothing.—The month was a good one for tailors, garment makers and boot and shoe workers.

Food and tobacco preparation.—This group had a very busy month.

Leather trades.—Tanners, curriers, leather workers, saddlers, trunk and bag makers had a very active month.

Miscellaneous.—Barbers were active; clerks, stenographers, furriers and laundry workers were busy; delivery employees and hotel employees had a very good month.

Transport.—Railway employees were active. Freight handlers and hackmen were in demand. Expressmen and teamsters were very busy.

Unskilled labour.—These workers had a fair month.

DISTRICT NOTES.

Sorel.—Great activity prevailed at the different shipyards. The opening of navigation is approaching and the different companies are hurrying repairs. The steamboat "Quebec", was the object of special attention on the part of the Richelieu Company, a large number of workmen being engaged on it. About 1,500 men find employment in the various

shipyards. A large steel dredge is being completed in the Government's yards. Heavy repairs are also being made on the other dredges. About 700 men were employed at this work. The sum of $40,000 per month was paid out during the winter by the navigation companies and by the Government to the workmen occupied in repair work, etc. The fleet at present in Sorel is estimated to be worth $8,000,000. The municipal by-law favouring the establishment within the limits of the city of a manufacture of ladies' and children's clothing will be submitted to the ratepayers on April 2. The building is to be brick with metal roof, 175x80 feet, and two storeys high. Another building 30x30 will have to be built for the machinery. The land measures 300x200 feet. The whole will remain the property of the city which will rent it to the company for a nominal sum. If the factory continues steadily in operation for two years the company will become owner of the property, and at the expiry of five years the city will re-imburse the company for the cost of the buildings with legal interest thereon. The by-law also grants exemption from taxation for 20 years. The company must employ an average of 200 operatives, and pay an average of $20,000 in wages to employees residing in Sorel or its immediate vicinity. Building operations are to commence within 30 days of the adoption of the by-law. The establishment of this factory will necessitate the starting of others, which will employ several hundred workmen. The other manufactories of Sorel were all very busy.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market was more favourable during March than in the preceding month. Owing to the large increase in building operations, skilled labour was well employed. The firm of J. P. Abel & Sons, Company, Limited, has bought from the Domville Lumber Company 296,523 square feet of ground, situated at Hochelaga, at a cost of $127,539.66, or 42 cents a foot, on which to erect a large box manufacturing plant. The Canadian Fire Engine Company, of London, Ontario, intends to transfer its works to St. Louis, Que.; it expects to be granted exemption from taxes for 20 years, and will expend about $100,000 in the erection and equipment of the necessary plant. It is understood that this Company will give employment to some 100 workpeople.

On the 14th of March, the agreement between the Brick and Stone Contractors' Section of the Builders' Exchange, and the Bricklayers' Union, of Montreal, signed last year, was re-affirmed for the coming season, May 1, 1907 to May 1, 1908, with the substitution of the words, fifty cents per hour as the scale of wages in lieu of forty-five cents in clause 21.

CONDITION OF PARTICULAR TRADES.

Building.—Activity prevailed in the building trades, and carpenters and painters were actively employed. Plumbers, steamfitters, and roofers were busy, and structural iron workers were very active in the city and district.

Metal, engineering and shipbuilding.—Iron moulders, pattern makers, electrical workers and others were busy.

Woodworking and furnishing.—The woodworking trades were active, especially woodworkers, upholsterers, woodcarvers, carriage and waggon makers.

Printing.—All were busy.

Clothing.—Activity prevailed. Boot and shoe workers were very busy.

Food and tobacco preparation.—Bakers and confectioners, cigar makers and tobacco workers were active. Ice-handlers found employment rather dull.

Leather.—These trades were busily employed.

Miscellaneous.—Active condition prevailed.

Transport.—All railway employees were busily employed.

Unskilled.—There was an increased demand.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows: —

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in Montreal resumed activity after a certain amount of quietness due to the severity of the winter season. All branches of the building trades were very active.

During the fiscal period commencing July 1, 1906, and ending March 31, 1907, the business of the port of Montreal exceeded that of the corresponding period of any previous year. The prospects for the fiscal year 1907-08 are for a still further increase in business. The following figures will show the increase in traffic during 1906-07 compared with 1905-06:—

Month.	1905-06 Amount.	1906-07 Amount.
July	$1,105,134.89	$1,188,113.02
August	1,167,379.50	1,302,605.33
September	1,077,133.41	1,163,453.90
October	1,106,581.73	1,326,522.72
November	1,182,102.63	1,488,068.00
December	1,069,489.69	1,107,048.78
January	1,074,988.19	1,237,005.66
February	1,015,811.88	1,280,752.06
March	1,126,448.45	1,334,026.15

The following table represents the amount expended each year by the city for snow cleaning since the winter of 1901-02:—

Year	Amount.
1901–02	$101,550.00
1902–03	94,336.33
1903–04	159,755.81
1904–05	145,874.53
1905–06	31,567.69
1906-07 to March 8	112,142.81

A letter was recently addressed by the Longshoremen's Union of Montreal to the Shipping Federation, asking that in view of an increase of 40 per cent in the cost of living within the past four years, an increase in wages be granted when navigation again opens. The letter also contained a request to discuss the matter with the Federation in order to reach a satisfactory understanding.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing was active.

CONDITION OF PARTICULAR TRADES.

Building.—Activity prevailed.

Metal, engineering and shipbuilding.—Shipwrights and caulkers were quiet, and blacksmiths, boilermakers, sheet metal workers busy. Metal polishers, buffers, etc., were very busy. The other branches were active.

Woodworking and furnishing.—This group had an active month.

Printing and allied.—These crafts were active.

Clothing.—Hat and boot and shoe workers were active. Journeymen tailors and garment workers were busy.

Food and tobacco preparation.—Bakers and confectioners were active. Ice drivers were fairly busy. Cigar makers were busy.

Leather.—These trades were active.

Miscellaneous.—Hotel, restaurant, theatre and laundry workers were very active Street railway employees were active, cab drivers were busy and steamboatmen dull.

HULL, QUE., AND DISTRICT.

Mr. R. Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Operations at the Chaudière have been curtailed throughout the winter owing to lowness of water and a number of men were in consequence without employment. During the past month, however, there has been a marked scarcity of workmen, and industry has been hampered thereby in a number of branches. Expert lumber mill hands were in keen demand throughout the territory lying between Ottawa and Sault Ste. Marie, including Blind River, North Bay, Sudbury and other centres. Several hundred hands have been engaged in Hull. A number of labourers have also left for Cobalt, Larder Lake and for points on the Parry Sound Railway. This movement has been one of the causes of the recent scarcity of hands in Hull. As the water is rapidly rising in the river, and as the Chaudière industries are desirous of be-

ginning operations at full capacity, considerable inconvenience may be the result.

The E. B. Eddy Company have voluntarily increased the salary of their employees 10 per cent dating from April 1, a notice to that effect having been posted in the shops during the closing week of March. The increase will involve an additional expenditure of $50,000 a year, amounting in certain months to $5,000. The Company is now paying out about $550,000 in wages annually, turning out 100 tons of paper daily and a total annual product of various articles valued at $4,000,000.

The Bank of Montreal has purchased two lots on Main street at a cost of $35,000 and will erect a large building thereon, construction to be started in June. Real estate advanced sharply in price during the month. A large excavation contract has been awarded by the Canadian Pacific Railway in connection with blasting at the Deschênes water power. The Company has recently acquired, for $240,000, the plant of the Capital Power Company. The Hull Electric Power Company's plant was previously acquired and the above contract is in connection with a project to unite the two powers. The contract involves the moving of 10,000 yards of rock, an outlay of $40,000 in money and the employment of 50 hands for several months.

Mica mining became very active during the past month and has been very profitable. Several new mines were discovered in Pontiac county and in the country back of Maniwaki. The output promises to be exceptionally heavy during the coming summer.

The cement company is preparing to double the capacity of its plant and will call for tenders shortly in connection with the same. The new factory building of Woods Limited is under construction and is progressing favourably. The local school board has awarded a contract for the building of a wing to the Brothers' Academy at a cost of $20,000. The E.B. Eddy Company will expend about $50,000 on additions to the match shop, which will increase the output 25 per cent. A new planing mill is also under construction for that company.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

March witnesseed varied activity in the labour market. The breaking up of the lumber camps brought a large number of men to the city in the latter part of the month, but the workers never became plentiful enough to supply the demand of the employment bureaus. Wages ranging from $2.50 to $3 a day and board were offered for experienced river drivers, or $48 a month and board for longer periods employment. Similar rates were offered to men with mining experience to go to Cobalt. The lumber trade became active after a steady winter. An abnormal demand for pine sent prices up from $3 to $5 a thousand feet on common grades of pine, making the average wholesale price from $30 to $33 per thousand feet. Contracts have been made with British buyers at an advance of 10 per cent over those of last year. The Ottawa Car Works Company is negotiating with the municipality of Hintonburg for fixed assessment with a view to removing its plant from Ottawa. An agreement has been reached pending confirmation by the Ontario Legislature.

The Ottawa Electric Railway Company, on March 23, announced that an increase in wages of 1 cent an hour for all motormen and conductors would go into effect on the first of May. The current rate is 16½ cts for the first year, 17½ for the second year, and 18½ for the third year. Two cents extra an hour is allowed for Sunday labour.

Men employed on sweepers and snowploughs are paid 20½ cents an hour between 6 a.m. and midnight, and 22 cents between midnight and 6 a.m. All men five years or more in the employ of the Company get uniforms free; others pay half the cost. About 300 men are affected by the change, and it will increase the Company's pay-roll by over $10,000 a year. The increases were made by the Company voluntarily.

On March 25 about 50 tailors, members of Local Union No. 143, of the Interna-

tional Journeymen Tailors' Union, went out on strike, leaving four leading tailoring shops short handed. The men asked for an increase in wages of 14 per cent. or 25 cents an hour, and 20 per cent. and upwards for some female workers who were employed at 10 to 15 cents per hour. The men were offered nearly all they asked, but as the concession was not extended to the female workers, they left their jobs. Two shops granted the demand of the Union, there being six employers altogether of the class of tailors which demanded the increase. At the end of the month the other four still refused the request of the Union and proposed to replace the men.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were actively employed disposing of products at satisfactory prices.

Lumbering.—Camps have broken up and preparations are under way for the drives. Few mills have started sawing.

Manufacturing.—Active conditions prevailed, particularly in the manufacturing of women's clothing, carriage and wagon making, and car building.

Railroad construction and employment.—The grading of the Canadian Northern branch, which is expected to enter Ottawa next autumn, is going on actively. Larger gangs of men will be employed when the frost disappears. The proposed Central railway station and hotel promises a busy season in employment.

CONDITION OF PARTICULAR TRADES.

Building.—Building contractors refused the demand of bricklayers for an increase from 45 to 50 cents an hour. Carpenters and joiners were active, with excellent indications for a busy spring. Lathers and plasterers were busy, owing to some large buildings being finished. Builders' labourers were demanding an increase from 22 to 28 cents an hour. Conditions were somewhat inactive.

Metal, engineering and shipbuilding.—Iron workers were fairly busy. Electrical workers were busy and horseshoers very busy.

Woodworking and furnishing.—There was a keen demand for experienced workmen. The Ottawa Car Company had orders ahead.

Printing.—Linotype men and compositors were difficult to secure.

DISTRICT NOTES.

Hintonburg.—The Ottawa Car Company and the Corporation of Hintonburg have signed an agreement. The Company proposes to buy 20 acres of land from the Ottawa Land Association, transfer the works now carried on at Slater street to this site and extend the operations from the manufacture of street cars, waggons, expresses, etc., to the making of railway coaches. The Company agrees to erect within two years a factory worth $50,000. The inducement required is a fixed assessment of $30,000, including business tax, for 20 years. It is understood that the Ottawa Car Company will be obliged to increase its staff of 300 mechanics to double that number when the larger operations are begun. The Company has nearly a million dollars worth of orders ahead.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was favourable in Kingston and district during March. There were increased opportunities for employment compared with the previous month and with the corresponding period last year. Notwithstanding various demands for increased wages and reductions of hours, the advent of warm weather has created unusual activity in all branches of the building trade. Local architects are calling for tenders for the erection of many residences, places of business, etc. All branches of shipping and transportation were very active. The first load of machinery for the electric plant extension arrived, and the work of installing it was

started. Property transfers this spring have been extensive. The grain merchants of the city anticipate a heavy season. There is still a very large quantity of grain in the West, and it is supposed that the largest amount in years will this season be shipped via the Welland Canal.

The Civic Light and Power Committee has presented the financial statement of the light plant for the past year, which was as follows:

"The gas revenue was, $33,865,67; electric, $37,115,12; total, $70,980,79; profit, on both, $28,982,15. After paying debentures, interest, taxes, insurance, etc., the net surplus is $8,112,16. The earnings for 1906 were ten per cent. greater than for 1905, notwithstanding a loss of $4,000 through a reduction of rates. There are 1,665 consumers, an increase of 231 for the year."

"It is proposed to reduce the price of lighting gas from $1.50 to $1, the price charged for cooking gas, and electric light from 12 to 10 cents a kilo-watt hour. Even with this reduction, it is anticipated that the increased consumption will result in a surplus of several thousand dollars."

A new place of amusement was opened after extensive improvements and alterations to the building.

There are 1,139 students registered at Queen's University this season, an increase of 97 over last season.

A large gang of workmen are engaged placing the steel frame for the new power house at the locomotive works. The building is a substantial one, being erected on a concrete foundation. Most of the marine engineers have, with large gangs of men, taken possession of their charges and are getting ready for the navigation season. It is estimated that there are over one hundred vessels in the harbour. The dry docks were busy. The government dry dock will shortly have gangs working twenty-four hours per day. Last year navigation opened on April 9.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy on spring work.

Fishing.—Dull conditions prevailed.

Lumbering.—This industry was somewhat quiet.

Manufacturing.—Very active conditions prevailed in all industrial establishments.

Mining.—Operations were more or less active.

Railroad construction and employment.—Railroad construction and employment were active.

CONDITION OF PARTICULAR TRADES.

Building.—The various branches were busy.

Metal, engineering and shipbuilding.—These trades were active.

Woodworking and furnishing.—Active conditions prevailed.

Printing.—Activity prevailed.

Clothing.—Busy conditions prevailed.

Food and tobacco preparation.—Bakers, butchers and cigar makers were busy.

Leather.—Tanners and curriers were busily employed.

Miscellaneous.—Barbers, broommakers, hotel and restaurant, and laundry employees were busy.

Transport.—All branches of the transportation service were busily employed.

Unskilled.—Busy conditions prevailed.

DISTRICT NOTES.

Kingston Mills.—The company recently formed to manufacture bricks, beyond Kingston Mills, is awaiting the arrival of its charter to commence operations.

Cornwall.—During the month the town took steps looking to the erection of a $1,000,000 smelter.

Napanee.—A local firm shipped 5,000 barrels of apples to the English market; most of them were grown on the farms situated at Hay Bay, and have been in cold storage since last fall.

BELLEVILLE ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows.—

GENERAL CONDITION OF THE LABOUR MARKET.

In some branches there was little employment during March, though taken as a whole, the month was more active than the corresponding month last year. There was little activity in the building trades though many alterations and repairs wer

carried out. Nearly all the manufacturing concerns were active, and some of them were working overtime. The rolling mills were working night and day shifts, and the steel horse-shoe plant was in full operation, a number of workmen being added to the staff. The Belleville Cement Company was also working its plant night and day. A large number of men and teams were employed constructing piers and docks for the Lehigh Cement Company, and active building operations will begin as soon as spring opens. The Belleville Hardware Company was very busy, and had to work overtime to keep up with orders. This Company awarded a contract for the erection of an additional four storey brick and stone building, which will double its capacity. The different machine shops, foundries and woodworking establishments were running to full capacity and had plenty of orders ahead. The plans for the erection of the new drill shed arrived, and tenders will be asked for. Many men and teams were employed during the early part of the month harvesting the ice crop, which was of excellent quality. A large number of tinsmiths were engaged making cans for the local canning factories. The new building for the Merchants' Bank and the House of Refuge kept many masons, carpenters and labourers employed, and there is every prospect that the coming season will be as active in the building line as last year. The new Baptist church, built of brick at a cost of $17,000, was opened this month. The Farmers' Bank and the United Empire Bank opened new premises during the month, and Belleville has now seven banks with prospects of another in the near future. The Canadian Pacific Railway Company's surveyors were busy surveying a route from the main line at Tweed to this city. Merchants reported a splendid month's trade. A small strike occurred at the Chown Manufacturing Company's works, but was quietly settled, most of the men going back, while some secured work elsewhere. The difficulty had reference to trouble over a foreman. Work in connection with the re-building of the hotel Quinte was begun, and will proceed rapidly to completion. There is still a scarcity of suitable houses for workingmen, and rents remain high.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Little snow fell during the month and prospects are favourable for early spring ploughing. Hay and straw were plentiful at reasonable prices, being $9 and $6, respectively.

Fishing.—Only rough fish were caught.

Lumbering.—Large numbers of telegraph and telephone poles were taken out of the woods in the northern part of the county.

Manufacturing.—Industrial establishments were briskly employed in all branches.

Mining.—This industry was active in some localities. The quarries also experienced active conditions.

Railroad construction and employment.—Construction work on the Central Ontario Railway, from Bancroft to Maynooth, was progressing favourably, and many men were employed. A large number of men were employed getting out ties.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters and plasterers were busily employed on interior work at the new Merchants' Bank, the new Farmers' Bank, the House of Refuge, and the remodelling of several places of business. Painters, decorators and paperhangers were dull. Plumbers and steamfitters had a very active month, owing to frozen water and gas mains. Stonecutters were busy, and builders' labourers were dull.

Metal, engineering and shipbuilding.—Iron moulders, helpers and machinists and engineers were busy. Electrical workers were active, many being employed by the city in thawing out frozen water services by electricity. Blacksmiths had a busy month and boilermakers reported an active month, one foundry working overtime. A number of shipwrights and helpers were engaged making repairs to several vessels wintering here, and many more, including several skilled workmen, were employed on the government dredge.

Woodworking.—Nearly all branches were actively employed. One large factory, which was running nine hours, is now running ten hours a day. In one furniture factory it was necessary to work overtime with a full staff to keep up with orders. One firm shipped a large number of caskets. Carriage makers and wood carvers had an active month. Coopers were busily engaged, principally making cheese boxes.

Printing.—Printers, pressmen and book binders were all employed at good wages. There is not a printer idle in the city.

Clothing.—Journeymen tailors reported a very busy month. Boot and shoe workers reported active conditions.

Food and tobacco preparation.—Bakers, confectioners and butchers were busy. Many men and teams were actively employed harvesting the ice supply. Cigar makers were active; a new factory started during the month.

Leather.—Harness makers reported all hands working, with abundance of orders on hand.

Miscellaneous.—Barbers were active, and clerks, stenographers and delivery employees were busy. Furriers reported a dull month, owing to the mild weather. Hotel, theatre and laundry employees had an active month.

Transport.—Railway employees had a very active month. Several ship labourers were employed, and cab drivers, hackmen and carters were busy.

Unskilled.—This class was in fair demand, but owing to the absence of snow, many men were idle who would otherwise have been employed.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of March has been exceptionally active, the weather being very mild. Many buildings left unfinished from last year are now under construction again. All trades were busy, and when the frost is out of the ground, general building operations will be resumed. It is not expected that as many houses will be erected this year as last, but with the larger building, including armouries, Collegiate Institute, North Ward public school, and the Roman Catholic church, that are projected, it is anticipated that every class of workmen will be busy. The large transformer building of the Canadian General Electric Company will be rapidly pushed to completion. Drilling and blasting for the deepening of the river bed in the channel east of the Quaker Oats Company's building is under way. The Public Works department of the city had a busy month keeping waterways open. Street cleaning work was in full progress. Banking was active. and wholesale and retail trade in all lines was good.

The carpenters are asking that their minimum rate be increased from 25 cents to 27½ an hour; bricklayers, from 30 to 40 cents, and builders' labourers' from $2.25 to 2.50 per nine-hour day. It is not yet settled that these changes will be granted. There were no strikes or lockouts reported

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The marketing of all kinds of produce has been in progress. Many farmers were busy making maple syrup.

Lumbering.—Active conditions prevailed. The several sawmills were making preparations for a large season's cut, while waiting for the ice to go out of the river.

Manufacturing.—All industrial establishments were more or less busily engaged. The development of the Canadian General Electric Company has been remarkable, every year seeing buildings added to its already extensive plant. Over 1,000 workpeople are employed in its various departments. This company fills orders for electrical machines and supplies to firms in various parts of the globe. It built and delivered last year 1,000 street car motors, and has now on hand orders for 1,000 more. This firm is also supplying transformers and motors for the Lakefield Cement Company's plant, which is starting a branch industry in the city of

city of Montreal. The Canadian Canners Company, Limited, will operate the Port Hope factory this season. Arrangements for a supply of raw materials are being made with the farmers and gardeners. Work on the Cavan swamp drain has been started; a large number of workmen will be employed.. The Cavendish Lumber Company has 23,000,000 feet of lumber cut and ready to drive to its mills. Two small industries have started in to cut lath out of pine slabs. Laths have advanced very much in price lately, and are scarce. These small factories will get all they can do, and will relieve the scarcity.

Mining.—Operations were quiet.

Railroad employment.—All systems of transportation were busy handling the heavy traffic.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters, joiners, lathers, plasterers, painters, decorators and plumbers were active. Bricklayers, masons, gas and steamfitters, and builders' labourers were comparatively dull.

Metal, engineering and shipbuilding.—All were either busy or active, excepting bicycle workers, who were somewhat dull.

Woodworking and furnishing.—Active conditions prevailed in all branches, with varnishers and polishers very busy.

Printing.—These trades were exceptionally active.

Clothing.—Active conditions prevailed in all lines.

Food and tobacco preparation.—Employment was active. Ice cutters and drivers were slack towards the end of the month.

Leather.—Employment was active.

Miscellaneous.—Activity prevailed in every branch.

Transport.—Busy conditions prevailed. Street railway men were active, and teamsters somewhat inactive.

Unskilled.—Employment was somewhat dull.

DISTRICT NOTES.

Work of all kinds in the district was active. General stores, blacksmiths' shops, saw and flour mills were doing a good business. Wood sawing for summer use was giving employment to a number of men. Meetings of dairymen in the several townships are being held with the object of making preparations for the season's work. A scarcity of farm help is reported in the district.

Lakefield.—The Lakefield Cement Company has purchased a large tract of land for supplying clay to its factory; it is also installing a plant for operating the same.

Hastings.—The Peterboro Radiator Company has resumed operations and expects to have its building ready soon.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during March in all indoor trades, and the building season, which promises to be a very active one, has opened early, and at the end of the month a large proportion of the men engaged therein were at work. A steady influx of immigration has set in, and although most of the new arrivals are speedily absorbed, there are always a number out of work. So far, there is no prospect of any extensive disturbances on account of strikes but in several lines demands are being made for increased wages.

The Hydro-Electric Power Commission has furnished the Industrial Commissioner of Toronto with the following scale of prices for electric power to be supplied to local manufacturers.:—

"Users of 5 horse-power, $28.50 per horse-power per year.
Users of 10 to 25 horse-power, $27 per horse-power per year.
Users of 25 to 50 horse-power, $24 per horse-power per year.
Users of 50 to 100 horse-power $21 per horse-power per year.
Users of 100 to 200 horse-power, $19.50 per horse-power per year.
Users of 200 horse-power, and over, $18 per horse-power per year."

In order to use the new power it will be necessary for users to change their motors from the direct to the alternating current.

It is claimed that the figures quoted are less than one-half the present prices.

The operation of the new Sunday law has completely stopped the sale of Sunday newspapers, magazines and books on trains and at hotels in the city.

The boot and shoe manufacturing firm of J. D. King and Company has gone into liquidation. For some time the output of the Toronto factory has been gradually reduced. The value of the local plant is estimated at $35,000, and the business gave employment to about 300 workpeople. It is understood that the company will be re-organised, additional capital secured and the business continued. The liabilities of the company amount to $220,000, and the largest creditor is the Bank of Montreal, as curator of the defunct Ontario Bank, for $156,258.

The dwelling-house problem continues serious, notwithstanding the large number of new houses recently built and in course of erection. The demand is continuously increasing, not only on account of the influx of population, but owing to the tearing down of old houses to make room for new factories and public buildings. The Canadian Northern Railway Company's new freight sheds and entrance to the Esplanade in the eastern part of the city necessitates the removal of from 200 to 250 houses. The new general hospital site on College Avenue and University avenue is now occupied by about 210 houses, which must be torn down. This will leave some 3,000 people to be housed elsewhere, in addition to those constantly being turned out in smaller numbers throughout the more central parts of the city. On March 7th the special Committee of the City Council appointed to consider the housing question decided to ask the Police Commissioners to set on foot an investigation into the overcrowding and general sanitary conditions of houses in the centre of the city, and to hold a meeting on March 28th to confer with representatives from the following: the Board of Trade; the Canadian Manufacturers' Association; the District Trades and Labour Council; the Federation of Building Trades; the Board of Education, the Architects' Association, the Builders' Exchange, the Associated Charities, the Salvation Army, and the City Mission. Meetings will be held from time to time until the Committee can formulate some plan to present to the Council.

The Commissioner of Industries, in his annual report, stated that out of sixty firms with which he had negotiations in 1906, nine have located new factories in the city. He reports in favour of utilizing the 1,660 lots owned by the city as sites for the building of cheap houses.

A Public Ownership League, for the object of securing the public ownership of public utilities, was established on February 28. An Organization Committee was appointed, with Mr. Alex. W. Wright as chairman to push the work. Several local leagues in Toronto have since been organised, and a branch league was started at Toronto Junction.

The receipts of the Toronto Railway Company for February were $240,225, of which amount the city received a percentage of $26,219. For February, 1906, the receipts were $212,789, and the city's percentage $21,278.

The number of building permits issued for the two months January and February last was 266, representing an approximate value of $1,563,301, as against 237 permits and an approximate value of $836,841 for the corresponding month of 1906. Many of these are for new factories and warehouses. The additions to T. Eaton & Company's departmental store now going up will cost $170,000. The Robert Simpson Company will build a western wing. Thomas Ogilvie & Sons' warehouse will cost $100,000. The Andrew Darling Company will erect a nine-storey warehouse to cost $100,000. The J. C. Todd factory will cost $60,000, and the National Drug and Chemical Company's warehouse, $36,000. In the east end there are additions to Gerard Heintzman's piano factory, to cost $20,000; Walker Davidson & Company's warehouse, $19,500; the Freyseng Cork Company's factory, and Christie Brown and Company's Biscuit factory. The new factories arranged for on Ashbridge's Marsh include the erection of buildings to cost $200,000, and the Queen City Vinegar Company will put up a factory on River street, costing $20,000. Extensive

new buildings and enlargements of existing plants are also in evidence in the Western and Northwestern sections of the city, including large extensions by the Dominion Radiator Company and the Canada Foundry Company; new buildings for the Dominion Bridge Company to cost $500,000 and additions to the Rathbone factory costing $40,000. The Confederation Life Assurance Company has decided to build at once an eight-storey fire-proof office building to cost $200,000, to be connected with its present building. The King Edward Hotel will be enlarged by two stories and other additions at a cost of $120,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are making preparations for spring work. There are a large number of applications from farmers in this district for labourers. The volume of immigration of this class is about equal to that of last year, and many yearly engagements are being made. The new arrivals are generally of a good class and find a brisk demand for their services, the wages paid being about the same as last year.

Manufacturing.—Active conditions characterized most departments, the iron and shipbuilding trades being particularly busy. The Canada Foundry Company, which has lately extended its plant considerably, has large orders on hand for locomotives, Bucyrus steam shovels and bridge work. This company has also commenced the manufacture of gas producer engines. The Canadian Shipbuilding Company has several important contracts on hand, including a large car-ferry to ply between Port Hope and Charlotte; a twin-screw passenger steamer for the Muskoka Lakes, two steel tugs for Mr. J. R. Booth of Ottawa, and a quarantine steamer for the Dominion government.

Railroad construction and employment.—The proposed route of the extension to Brampton of the Toronto and Suburban railway, via Weston, is likely to be abandoned, the company having decided to build the new road from the end of the line at Lambton Mills. A surveying party has been laying out the latter route.

CONDITION OF PARTICULAR TRADES.

Building.—Towards the end of the month there was increased activity, work on many new buildings being begun. Most of the trades were quiet, those most fully employed being the builders' labourers, carpenters and bricklayers. Weather conditions have not been favourable, heavy roads retarding the assembling of material, but the prospects are favourable for a very busy season. Builders' labourers have demanded a rate of 30 cents an hour. Plasterers have asked an increase of 5 cents an hour, bringing the rate up to 50c. an hour. The plumbers have requested an increase from 37½ to 45 cents per hour.

Metal, engineering and shipbuilding.—Machinists, iron moulders, boilermakers, blacksmiths, structural steel workers and iron workers generally were well employed. Electrical workers were slack, and jewellers and silversmiths busy. Brass workers also experienced slack conditions of employment. Iron moulders have asked for an increase of 25 cents per day all round, bringing the minimum up to $2.75. The Master Sheet Metal Workers' Association has decided not to grant any increases in wages this spring.

Woodworking and furnishing.—Cabinet makers, furniture workers and upholsterers were busy, and coopers and carriage makers had a steady month.

Printing.—Printers and bookbinders were actively employed. On March 21 a meeting was held between representatives of the Employing Printers' and Bookbinders' Association and a Committee from the Allied Printing Trades Union to arrange for negotiations for a new agreement in place of that now in force which expires June 1. Some 500 men are affected. The employees will ask for a rearrangement of wages and an eight-hour day.

Clothing.—Custom tailors found trade more active towards the end of the month, and other allied trades were well employed.

Food and tobacco preparation.—Bakers, confectioners, butchers, brewery workers and cigar makers had steady work. Brewery workers, after negotiations, obtained an advance in wages of $1 per weeek all

round. Engineers in breweries also received increases of from 10 to 25 per cent. in their wages. The Christie Brown & Company have reduced the hours of their employees from 55 to 50 per week.

Leather.—The leather trades had a good month.

Miscellaneous.—Hotel and restaurant employees, barbers, stenographers, etc., were generally well employed, and laundry workers had a fair month.

Transport.—Railroad and street railway employees, expressmen and others engaged in transportation were active. In regard to the recent discharge of about 30 firemen, engineers and electrical workers employed by the Toronto Railway Company, the manager stated that it had no connection with the adoption of a 12 hour work schedule, but was simply the result of the introduction of Niagara power. The men had known for a year before that they would have to go.

Unskilled.—With the opening of spring the number of unemployed is decreasing.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A marked revival of activity in the building trades, a heavy freight traffic on all railways, and abundance of work in manufacturing establishments were the chief features of the month of March in this district.

Forces of men were employed placing machinery in the new plants of the Ramapo Iron Company and Ethinite Company. Some of the machinery in the latter establishment was tested, and the first section of the plant will be running in April. The Niagara Falls Concentrating Company commenced the erection of a factory and warehouse.

The end of the month saw the beginning of great activity in the building trades. There was a great rush of freight traffic on the East and West railway lines about the middle of the month, but conditions became more nearly normal towards the end.

Wholesale and retail trade was good.

By an order posted March 1st, the wages of sixty-one employees of the Grand Trunk car department were materially increased. The men received pay at the advanced scale from February 1st.

Victoria Hall, a large summer hotel, was destroyed by fire on March 15th. Loss $16,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Operations had not been begun, but men were being engaged for the season.

Fishing. — Some fishing was done through the ice on the lakes early in the month.

Lumbering.—A few men were employed in small saw-mills in different parts of the district.

Manufacturing. — All manufacturing concerns were busy. The Niagara Falls Machine and Foundry Company proposes to build a new plant, its business having outgrown the present one. The company has six months' work ahead. The Dominion Henderson Bearings Company was running its factory during the evenings. The Niagara Neckwear Company advertised for female operatives for permanent engagement. The Board of Trade and City Council were dealing with several manufacturing concerns which are likely to locate factories here.

Railroad construction.—The new double track of the Michigan Central Railway from Welland to Niagara Junction was in use. It will take some time to build the second track from Niagara Junction to Bridgeburg, two miles, as some rock cutting is necessary. Cars were run on the new Niagara, St. Catharines & Toronto railway branch from Thorold to Fonthill, but a regular service has not been started

Arrangements were made for a survey of the proposed improvement of the Welland river from Port Robinson to Chippewa. It is desired to dredge the stream to full canal size so as to give a deep waterway connecting the Welland canal and Niagara river. A new and larger con-

necting lock at Port Robinson and improvements to Chippewa harbour are also needed. This section of the Welland river is part of the Welland canal system. Several large public meetings in support of the project were held.

CONDITION OF PARTICULAR TRADES.

Building.—Mild weather gave the building trades an early start on out-door work, and a number of new buildings, business blocks and dwelling houses, were started. The prospects in all of the trades are excellent. Bricklayers and masons were active, and carpenters busy. Lathers and plasterers are quiet as yet, as are also painters. Plumbers, steam and gas fitters and sheet metal workers were active. Builders' labourers were busy.

Metal, engineering and shipbuilding.—Iron moulders, coremakers, foundry labourers, machine shop employees, engineers and electrical workers were all busy. Extensive improvements to telephone lines kept a large force of linemen working. Steam engineers were quiet.

Woodworking and furnishing.—Pattern makers were active.

Printing. — Printers were all working and more hands were wanted.

Miscellaneous.—Retail clerks, stenographers and office employees were all working. Hotels and restaurants were engaging help for the summer season, and there was an immediate demand for kitchen and dining-room girls.

Transport.—The great rush of freight in the middle of the month taxed the capacity of the railways, and the motive power and train forces were very busy. As many men as possible were employed. Because of the absence of heavy snowfalls very few extra trackmen or labourers were employed this winter. Steamboat men were engaging for the season and vessels were fitting out at different ports. Electric railway trainmen were busy, and many new men will be trained in April for the summer season. Hackmen were quiet, but carters and teamsters were busy.

Unskilled.—Nearly all unskilled labourers were working.

DISTRICT NOTES.

Welland.—On March 4th the ratepayers of the town voted to give a fixed assessment, free site and free water to the Billings-Spencer Company, which will establish a drop forging plant here. The adjoining township of Crowland voted a fixed assessment of $10,000 for ten years on the proposed electro-smelting works. The new works of the Canada Forage Company were running and four hundred hands were employed in the cordage factory. The buildings for the Ontario Steel and Iron Company's works were being erected. New machinery of large capacity will be installed in the brick works. The machine and engine shops were busy.

Bridgeburg.—The steel ship building yards were running day and night, and a large force of men were engaged.

Port Colborne.—Contractors on public works were getting their plants ready for the season's business and an active year is anticipated.

Niagara-on-the-Lake.—A number of foreign labourers have located here in anticipation of employment on public works this summer.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market for the month of March was active, with labour well employed. Carpenters and joiners were somewhat quiet, but all other branches of the building trades were active. The carpenters and joiners have given the employers the stipulated three month's notice for an increase of wages from a minimum of 27½ cents per hour to 35 cents, to take effect on and after the first of May, next. The Flexhume Sign Company, of St. Catharines, Ont., manufacturers of electric signs, has been incorporated at a capital of $40,000. Contracts for sewers and street pavements, which will exceed last

year's considerably, have been let for the season. A new site for the erection of the General and Marine Hospital has been donated. It is intended to erect a much larger building, as the present quarters have become inadequate. Business, wholesale and retail, was good. The employees of the large departmental store of the McLaren Company, Limited, 85 in number, have had their hours of labour shortened one hour per day. The St. Catharines District Trades and Labour Council passed a resolution of appreciation of the action of the McLaren Company. The Armenian employees of the firm of McKinnon Dash & Company asked for an Armenian instructor, as they could not understand the instructions given in English. The firm considered the request reasonable and granted it.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was mainly confined to routine and preparations for spring.

Manufacturing.—Manufacturing was active. The McKinnon Dash & Metal Company was working overtime, as were also the Smith Saw Works. The Packard Automobile Works were busy, after having experienced a few weeks' slackness.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, lathers and plasterers, plumbers and gasfitters, and builders' labourers were active, and painters, paperhangers and decorators busy. Carpenters and joiners were somewhat quiet.

Metal, engineering and shipbuilding.—The allied trades were active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers found employment active.

Printing.—The allied trades had busy employment.

Clothing.—Journeymen tailors, boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, cigar makers and tobacco workers were active.

Leather.—Tanners, curriers, and leather workers found active employment.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, furriers, hotel, restaurant and laundry workers were active.

Transport.—Railway train crews, telegraphers, switchmen, trackmen, freight-handlers, street railway employees, cabmen, hackmen, carters, teamsters and expressmen were active.

Unskilled.—This class found employment more abundant than in February.

DISTRICT NOTES.

Port Dalhousie, Merritton and Thorold.—The labour market was active, mills and factories working full time, with business generally good. Thorold passed the fixed assessment by-law concerning the North American Cobalt Refining Company. The site for the buildings has been purchased, and building operations will be proceeded with at once.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed for the season. Many new industries have decided to locate here, and several companies are increasing their capacity. The iron and clothing trades were exceptionally busy. A number of increases in wages were granted to civic employees. The Jewellers' Journal Publishing Company was formed during the month: capital $40,000, with head-quarters at Hamilton, and with a charter to carry on the business of printers, stationers, typefounders, etc. The Canadian Westinghouse Company started building operations in connection with the doubling of its plant. It now employs 1,600 hands and expects soon to have double that number. The year 1907 promises to break all records in building. This year permits have been already taken out

for buildings valued at $558,950. The Hamilton Steel and Iron Company, which is doubling its blast furnaces, and making large additions to its steel plant, took out permits for an addition to its blast furnace to cost $300,000.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Generally speaking, manufacturing was very busy, with shipments very large.

Railroad construction and employment.—Construction work on several electrical radial roads was progressing in spite of unfavourable weather. On the Brantford and Hamilton railway the grading has been completed with the exception of the heavy mountain part, where rock has had to be blasted. This portion of the road has necessitated the employment of even more labour than the Toronto, Hamilton & Buffalo did when it was built. Two-thirds of the mountain portion has been levelled, and by the time that the frost is out of the ground the roadbed will be ready for the ties.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades have been slack, but in the latter part of the month a large number of new buildings were begun, and consequently workmen were better employed. Bricklayers, masons and carpenters were especially well employed, and in a short time all the trades will be very busy as it is said that this will be a very active year for the building of factories and dwellings.

Metal, engineering and shipbuilding.—Iron moulders, both machinery and stove plate, reported employment good, stove mounters also reported busy conditions prevailing. Machinists were busy, and engineers and electrical workers found conditions active. Boilermakers, blacksmiths and sheet metal workers experienced fair conditions, and horseshoers were active. Jewellers were somewhat slack.

Woodworking and furnishing.—Woodworkers, upholsterers, carvers and pattern makers, found employment fair, with coopers active.

Printing.—The allied printing trades reported work active.

Clothing.—Journeymen tailors were busy; also garment workers, boot and shoe workers.

Food and tobacco workers.—Bakers and confectioners had fair employment, and ice-handlers, cigar and tobacco workers were active.

Leather.—Trade with these industries was fair.

Miscellaneous.—Broom makers, hotel and laundry workers found employment active. Furriers were fairly well employed.

Railroad construction and employment.—Steam railway employees had fair employment. Street railway employees, cabdrivers and teamsters were active, with longshoremen somewhat slack.

Unskilled.—Labour was fairly well employed.

DISTRICT NOTES.

Dundas.—All factories in town have continued very busy during March. J. J. Grafton, of the Grafton Clothing Company has commenced operations on the construction of a number of workmen's dwelling houses in town. Work at the quarries and on the roads still continue.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during March. Operations in the building trades commenced about the 15th of the month, and a busy season is expected. There was an exceptionally heavy demand for suitable houses for workingmen to rent, from $8.00 to $10.00 per month. Many are occupying small rooms, and others are unable to bring their families here because houses cannot be secured. The factories were very busy and in some instances were running overtime. In the agricultural implement shops exceptional activity pre-

vailed, and at the engine and wagon works overtime was a necessity. The directors of the Brantford Business College find the present quarters of the college too small for the requirements of its increasing business.

Local teamsters petitioned the City Council for an increase from $3.50 to $4.00 per day, the increase was granted, about 15 being affected. The tailors and tailoresses have been granted an increase in wages, the former from 20 to 22 cents an hour, and the latter from 10 to 15 cents an hour, to take effect from March 11; about 75 persons were affected. About 40 tailoresses joined the local union this month.

Wholesale and retail merchants had a very satisfactory month. The physicians of the county have formed a society known as the *Brant County Medical Society*, for the purpose of keeping in touch with each other and to establish a schedule of rates.

CONDITIONS OF LOCAL INDUSTRIES.

Manufacturing.—The conditions reported last month still prevail. The factories continue very busy, and additions are contemplated. Prospects are bright for a continuance of active conditions.

Railroad construction and employment.—The extensive railroad work started last fall, continued to give employment to a large force of men.

CONDITION OF PARTICULAR TRADES.

Building.—Building operations for the season of the year were brisk. A number of brick.ayers and masons worked part of the month. Carpenters were busy, and painters and paperhangers fairly so. Lathers and plasterers were quiet. Plumbers and gas-fitters employed in some shops were busy, and in others slack.

Metal, engineering and shipbuilding.—Iron moulders and coremakers were busy. Electrical workers and linemen, particularly the latter, were busy. Metal polishers, buffers and platers, stove mounters, blacksmiths, boilermakers and sheet metal workers were busy.

Woodworking and furnishing.—Carriage and wagon makers were very busy, some working overtime. Pattern makers, mill-wrights and coopers were busy.

Printing.—Printers and pressmen were busy.

Clothing.—Tailors and tailoresses had a busy month.

Food and tobacco preparation.—Bakers, confectioners and butchers were busy. Cigar makers and tobacco workers found trade somewhat quiet.

Leather.—Workers on leather goods and saddlers were fully employed.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant and laundry workers were busy.

Railroad construction and employment.—Railroad trackmen were fairly busy, with freight-handlers very busy. Street railway employees were employed as usual. Teamsters found business improved. Draymen were busy, and cab drivers and expressmen had a fair month.

Unskilled.—There was some unskilled labour unemployed.

DISTRICT NOTES.

Paris.—There were very few unemployed during the month, and prospects seem very good for a busy season in the building trades, and in the factories and mills.

Blue Lake.—The cement works started for the season on March 20, and are expected to be very busy before long.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during March. The early opening of spring has permitted a start to be made at building operations and outdoor work. Factory workers were steadily employed. Apparently there were very few men seeking employment, nor is there any noticeable demand for help. It is expected that the building season will be

an active one, from the nature and number of contracts already let and the amount of work projected. The addition to the new carpet factory was well underway. Machinery is being installed in the new cotton spinning factory. Contracts are expected to be shortly let for the construction of the Standard Valve and Fitting Company's factory, and also for the erection of the new Horlock factory. Tenders for the building of extensions to three other industrial establishments are also expected to be called for shortly. A new malt house for the Springbank Brewery Company, 18 x 54, four stories high, will also shortly be underway. The estimates for additions to and furnishing of the Ontario Agricultural College will include an addition to the main building, allowing room for 40 additional students, the furnishing of the new mechanical building, and other work, which is expected to cost $75,000. These large undertakings, together with the construction of a new armoury and a large number of houses contemplated, will insure a busy season.

On invitation of the Science Master, the Trades and Labour Council inspected the apparatus of the Collegiate Institute, and a series of lectures on scientific subjects to workingmen may be the result.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades had a quiet month except on repair work. Bricklayers and masons at the close of the month were started on their season's work. In these trades the union has decided, by vote of the members, that employers shall no longer be entitled to membership in the union, and that union men will not tender on contracts. Carpenters, painters, stone cutters and builders' labourers had a quiet month.

Metal, engineering and shipbuilding.—Iron moulders had an active month in all shops. Negotiations are underway looking to change in both piece and day rates in the moulding trade. Machinists and tube mill workers had an active month.

Woodworking and furnishing.—Woodworkers, piano and organ workers, and carriage makers were active, and upholsterers busy.

Printing.—Printers had a busy month, slackening towards the close.

Clothing.—Journeymen tailors and female garment workers were very busy.

Food and tobacco preparation.—Bakers, confectioners and cigar makers were active.

Textile.—Brussels, ingrain and tapestry carpet weavers, and textile workers had busy month.

Miscellaneous.—Barbers, clerks and delivery employees were busy.

Unskilled.—There was little demand.

BERLIN, ONT., AND DISTRICT.

Mr. Harry Peters, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was not much change in the condition of the labour market during March as compared with February. In the latter part, with the advent of spring weather, the market became more active, and indications are that opportunities for employment will equal, if they do not exceed, those of last year. There are prospects for the establishment of a number of new factories, and additions to some of those already established. The latest proposition is for a furniture factory to employ twenty hands, for which the town has granted a site. The King Furniture Company will put up another addition this summer; it is to be four storeys high and 50 x 85 feet. The scarcity of small houses is very noticeable; new houses are at once occupied. There are prospects of a larger number of houses than usual being started with the opening of the season.

No changes in rates of wages or hours of labour occurred.

The property owners of Berlin will vote, on April 4th next, on a by-law for the town to take over and operate the Berlin and Waterloo Street Railway. The amount of money involved is $83,200, made up as follows: arbitrators award for the property, $75,200; fees, $3,400;

witness fees, $1,891; legal expenses, $1,100; cost of private bill advertising and submitting the by-law, $609; estimated cost of tools, etc., to be taken over, not yet valued, $1,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported the usual amount of work for March.

Other Industries.—All factories were working full time. The shirt factories were exceptionally busy. Most of the furniture factories were short of hands.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades have been quiet, with very little of last season's work remaining. New work has already started. Painters and paperhangers were well employed most of the month.

Metal, engineering, etc.—Iron moulders, machinists, steam engineers and blacksmiths had a good month.

Woodworking and Furnishing Trades.—Woodworkers were busy. Upholsterers, varnishers and polishers and wood carvers had a fair month.

Printing.—Printers, pressmen and bookbinders had steady employment.

Clothing.—Journeymen tailors, glove makers, and boot and shoe workers found trade fairly good.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, and cigar makers had steady work.

Leather.—Tanners and curriers, leather workers, trunk and bag makers were busy.

Miscellaneous.—Broom makers were busy.

Transport.—Freight handlers and draymen had a good month.

Unskilled.—Employment was fair.

WOODSTOCK, ONT., AND DISTRICT.

Mr. R. F. Parkinson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Activity continued in all branches of industry during March. Manufacturing establishments were very busy, providing steady employment for the available supply of skilled labour. With the commencement of outside work, owing to favourable weather conditions, unskilled labour was in greater demand than during the two previous months. The prospects for all branches of labour for the spring and summer months are most encouraging, as manufacturers all report orders ahead in excess of regular output.

The Local Immgration agents have received thus far upwards of 300 applications for labourers from farmers. As yet practically no immigrants have reached Woodstock this season, but a number are expected shortly, and no difficulty will be experienced in finding suitable employment for them. A large number of Englishmen have written the local press, expressing their appreciation of the Canadian people and of the possibilities of the country.

In building circles the coming season promises great activity. The Canada Furniture Company, Limited, will erect an $18,000 extension to its present factory; the Bain Waggon Company expects to expend upwards of $20,000 on a factory addition; the Woodstock Waggon Company is contemplating further extensions; a new Carnegie Library, costing $20,000, and a new Young Men's Christian Association to cost $25,000, will be built. A syndicate has been formed to erect a new $75,000 hotel. The Ontario Government will expend at least $30,000 on the epileptic hospital buildings, here. These are some of the public buildings projected and together with the erection of the usual number of residences and business houses, steady employment is assured for the building trades.

Wholesale and retail trade was good during the month. All kinds of grain, farm and dairy produce commanded high prices, the following being quotations:—

Butter	$ .25	to	$ .30	per	pound.
Eggs	.18	"	.20	"	dozen.
Apples	.80	"	1.00	"	bag.
Potatoes	.90	"	1.00	"	bag.
Maple Sugar		"	1.25	"	gallon.
Flour	2.10	"	2.25	"	cwt.
Wheat		"	.68	"	bushel.
Oats		"	.37	"	bushel.
Live hogs	6.90	"	7.00	"	cwt.
Dressed hogs	9.00	"	9.25	"	cwt.
Hay		"	12.00	"	ton.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were comparatively inactive save for the usual preparations for seeding, which promises to be early in this district. Cheese making will be commenced about April 1, in the factories of the Oxford section. Fall wheat and clover prospects were favourable.

Manufacturing.—All branches were very active, every factory in the city working full time. Certain factories reported a scarcity of raw material owing to the difficulty of securing shipments promptly.

Railroad construction and employment.—Tenders are being asked for the construction of a steam railway from Embro to St. Mary's, 15 miles, to be owned and operated by a private company. The Boards of Trade of Woodstock and Ingersoll passed resolutions favouring Government support to the Canadian Northern Railway through New Ontario. The Canadian Northern Railway Company has secured a charter to build a line from Hamilton to Windsor, through Woodstock.

CONDITION OF PARTICULAR TRADES.

Building.—Apart from preliminary work on new buildings the month was quiet in building circles, employment being limited largely to unskilled labour. Early in April it is expected that building operations will be commenced.

Metal, engineering and shipbuilding.—All branches were well employed, the various trades having all the work they could handle.

Woodworking and furnishing.—Workers in the piano and organ trades had another very busy month, skilled mechanics being in great demand. Carriage and wagon workers were working overtime. Furniture workers and upupholsterers were equally busy.

Printing.—Printers and pressmen were well employed.

Clothing.—Tailors and garment workers had a very busy month. Clothing workers were in keen demand, the present supply being unable to handle the season's orders.

Food and tobacco preparation.—Bakers, confectioners and butchers were fairly active, and cigar makers were busy.

Leather.—Tanners, curriers and saddlers had a normal month.

Miscellaneous.—Clerks for retail establishments were in demand. Delivery and hotel employees were active.

Transport.—Teamsters and expressmen were very busy. Railroad workmen had plenty of employment.

Unskilled.—Conditions had improved over the previous month, and the available supply was fairly well employed.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of March was active though usually quiet. A great deal of repair work has been done. Excavating has been commenced for the Way Block, and a number of men are engaged on the John Street sewer. The two by-laws affecting the Cline Company and the Kurtz & McLean Co. were carried on the 27th. The Kurtz & McLean Co., to manufacture acetyline gas plants and motor vehicles, will occupy the factory built for the Thread Mill, and will start work with twenty-five hands. The Cline Furniture Co. is building an extension to its factory, and will increase its staff. During the month of February, four building permits were issued, amounting to $7,200. The Canadian Bank of Commerce has purchased the Gibson Block, and large alterations are to be made in the building. All contracts were closed for the erection of the Normal School. Wholesale and retail merchants reported trade good. There were no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy making preparations for spring work. Market prices were as follows:

Butter	21c.to 24c. per lb.
Eggs	20c. per dozen.
Maple Syrup	40c. per quart.
Potatoes	80c. to 90c. a bag.
Apples	60c. to 95c. a bag.
Onions, lettuce, raddishes	5c. a bunch.

Manufacturing.—Industrial establishments were active in all branches, especially clothing factories.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, lathers and plasterers were fairly busy. Carpenters, painters and paperhangers and plumbers were active.

Metal and engineering.—The iron trades had a very busy month, especially boilermakers and blacksmiths. Jewellers reported active conditions.

Woodworking and furnishing.—Woodworkers, upholsterers and cabinet makers reported trade very good. Carriage and wagon makers had an active month. Coopers had plenty of work.

Printing and Allied.—Printers had a very busy month, especially ad. and job compositors.

Clothing.—Journeymen tailors and garment workers had an active month.

Food and tobacco preparation.—Bakers, confectioners and butchers reported active conditions. Cigarmakers were very busy.

Leather.—Harness makers, tanners and other leather trades reported business active.

Miscellaneous.—Barbers, clerks and hotel and laundry workers were actively engaged.

Transport.—Railway trainmen were well employed. Cab drivers, carters and draymen were busy.

Unskilled labour.—This class found little work at the beginning of the month, but were busy after the fine weather commenced.

DISTRICT NOTES.

Seaforth.—The Engine and Thresher Company will build an addition of 30 by 100 feet, three storeys high. This will be used for the erection of separators, nd will involve a large increase to staff.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

With the advent of spring, real estate sales were recorded and building operations begun on a more extensive scale than at any time before in the history of the city. Some of the buildings in course of construction or projected are the following:—A large factory for the London Brass Works Company, to be built on nine acres of land in the East End of the city; a wing to the factory of the Sherlock-Manning Organ Company, 52 x 83 feet, which will permit it to commence the making of pianos; additional car barns for the Street Railway Company, 32 x 160 feet; a three storey business block in the East End; a four room addition to St. George's public school; a three storey block at 657 Dundas Street also an apartment house in the East End, the first one erected in London. Besides the above, work has been commenced on at least one hundred houses. Real estate sales have almost doubled those of the same period last year. Among some of the larger transactions may be mentioned the sale of the building formerly used by the Bennet Furnishing Company to the Gorman, Eckert Company; also the sale of the Gorman, Eckert Company's building to Lind, Kerrigan & Company, wholesale grocers. The Gorman, Eckert Company intends to build an addition to the place bought by them, 100 x 150, for a storehouse. R. J. Young & Company has purchased a lot on Dundas Street, East, and will build a store on it, three stories high. Rents are again taking a decided rise both for residences and business blocks, it being almost impossible to secure a store now; the increase in rents for residences has amounted to from 10 to 35 per cent. The McClary Manufacturing Company, the largest user of power in the city, has come to the conclusion that Niagara power will not be cheap enough, and is installing a gas plant, to produce power at from $12

to $14 per horse-power per annum. It is stated that local brickmakers cannot supply all the brick needed this year, and in consequence a large quantity of brick is being bought from dealers in the surrounding towns, orders for at least 1,000,000 bricks having been placed. The syndicate and other brickyards have commenced operations, and are employing over 100 men.

The bridge being built over the river Thames by the Grand Trunk Railway Company is about completed. The Bridge and Structural Iron Workers employed were mostly residents of Walkerville, being in the employ of the Walkerville Bridge Company.

A large number have left this locality for the West during the month, and more are about to follow.

CONDITION OF PARTICULAR TRADES.

Building.—Trade was already very busy. Bricklayers and carpenters were all at work, lather and plasterers were commencing, and plumbers were busy. Stonecutters have commenced work after being idle for four months. Builders' labourers were very busy. The Master House Painters and Decorators of Canada will hold their Convention here on July 25, 26 and 27.

Metal, engineering and shipbuilding.—Iron moulders reported employment more active than ever before, and a probable extension of the premises of some of the foundries. Machinists were in demand. Electrical workers have started on a busy summer's trade. Linemen were in demand, a number having secured good positions in Manitoba and the North-West. Metal polishers and stove mounters reported trade very brisk. Boilermakers have more work than they can satisfactorily handle. Nut and screw workers reported more orders ahead than they can fill in six months.

Woodworking and furnishing.—Planing mills were exceptionally busy. Carriage and wagon workers experienced busy conditions. Coopers found trade exceptionally good.

Printing.—Printers and pressmen were very busy and were in demand. Although the scale in these lines calls for only $10 per week, yet it may be said that the lowest paid is $11.50 per week. The Master Printers' Guild of Ontario, will meet in this city on May 25.

Clothing.—Exceptional activity, with overtime, was the rule with journeymen tailors. One firm, where the employees had been in the habit of coming at 8 to 8.30 in the morning, ordered the employees to commence work at 7.30 a. m. Garment workers were especially busy, and boot and shoe workers reported trade very good.

Food and tobacco preparation.—Ice dealers reaped a plentiful harvest, and there will not be any ice famine this year. Cigar makers reported trade flourishing. Over 35,000,000 cigars were made in this city last year, an increase of 2,000,000 over the preceding year.

Transport.—On the Canadian Pacific Railway, several train crews were transferred to Toronto, and business has been brisk. Teamsters have a large amount of work ahead of them, and a number of extra teams are being worked this year. A dredge is being placed in the river to secure gravel for the city streets.

Unskilled.—This class, after a protracted period of idleness, was again in demand, and there was plenty of work for all.

DISTRICT NOTES.

The *Byron Telephone Association*, which has been in operation for six months has met with great success, and will extend its system to Komoka and Lambeth this spring.

Sarnia and Point Edward.—On March 17, twenty-one trains, each composed of about 40 cars, left the yards at Sarnia, thus relieving the freight congestion, that had been felt for the past two weeks at these points.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during March was more active than during the preceding

month due, in part, to the prevailing weather conditions. The latter part of the month was especially favorable for outdoor work, and as a result many mechanics found employment. The prospects for a brisk summer in the building trades are good. Negotiations are being carried on by the City Council with a number of firms, with the object of having them locate in this city. In addition to the canning and pork factories, mentioned in last month's report, there is a possibility of securing a street car manufacturing establishment. In the local railway shops men have been well employed throughout the month. During the corresponding month of last year a considerable reduction was made in the staff of the Pere Marquette shops; this year the full force was maintained. In the Michigan Central shops the men in the various departments have been well employed. Tailors have been granted an increase in pay. The schedule is now being prepared, and will be likely made public in the near future. Wholesale and retail dealers report the month as being more active than February. There was no unrest in the labor market. The Trades and Labour Council was reorganized during the month.

Negotiations were begun between the City Council and gentlemen representing the Loghrman Go-Cart Company with a view to having a factory established in this city. The City Solicitor has been asked to prepare a basis of agreement which will provide that 15 per cent. of the hands to be employed shall be men, and that 75 per cent. of the hands shall receive an average of $2.00 per day. The city is to give a bonus of $5,000, water at manufacturers' rates, and the company to pay taxes on a fixed assessment of $5,000 and school taxes for a term of ten years. The company is to put $25,000 into the factory and to employ 20 hands the first year, 30 the second, 50 the third and after that period it is expected that 100 hands will be employed. Should the agreement be ratified by the council, a by-law will be submitted to the citizens.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—All establishments were running full time with prospects good for the summer.

Railway construction.—Very little construction work is being done at the present, but the prospects are that the railways will put on work trains at an early date. The coming summer gives promise of being a brisk one in that line, and it is epxected that many unskilled labourers will find steady employment.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons had a few men at work during the latter part of the month, but operations have not fully commenced. Carpenters and mechanics were fairly well employed on repair work. Painters had a very slack month. The prospects for the summer are good.

Metal, engineering and shipbuilding.—Iron moulders, machinists, pipefitters blacksmiths and electrical workers had a fairly good month.

Woodworking and furnishing.—Carriage and wagon makers had a fairly good month.

Printers.—Printers had plenty of work in the different offices.

Clothing.—Journeymen tailors and garment workers found active employment. Spring orders are reported to be coming in rapidly.

Food and tobacco preparation.—Bakers and confectioners reported the month as a fairly good one. Butchers had an average month. Cigar makers were busy.

Leather trades.—The few leather workers in this city were steadily engaged, chiefly on repair work.

Miscellaneous.—Clerks and delivery employees had an average month. Hotel and restaurant employees and laundry workers had an average month.

Transport.—Very little work was done on the railways apart from regular repair work. Prospects for the coming month are good. It is expected that work trains will be put on at an early date. This will give employment to extra train crews. Railway tra nmen have not been as busy during March as during the preceeding month, but the month compares favourably with the corresponding month of 1906.

Unskilled.—The supply was equal to the demand, there being a few idle men in the city.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was very active during March, and both skilled and unskilled workmen were well employed. The outlook was favourable both for manufacturing and the building trades. Fox Brothers, manufacturers of mantles, etc., have leased a piece of land and are having plans prepared for the erection of a three storey building, the present premises having become too small for the firm's increasing business. An offer has been made to the city by Tilbury parties to supply natural gas for domestic purposes at 40 cents per thousand feet; for manufacturing purposes, at 30 cents per thousand feet; for the use of separate and public schools, at 25 cents per thousand feet, and for municipal buildings, free. The offer is being considered by the Finance Committee.

Owing to the bad condition of the roads, wholesale and retail trade was somewhat quiet. There was no change in the rate of wages or hours of labour. A misunderstanding occurred between the contractor and men at the tunnel, but was not of long duration.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—During March a company was incorporated with a capital of $40,000, to be known as the "Carp Fishing Company." It purposes building on the water front a large fish pond in which to catch the fish. It seems that carp are hard to catch with a net as they crawl along the bottom of the river. They are very plentiful in still waters here. It is only recently that a market was found for this fish, but they can now be disposed of easily.

CONDITION OF PARTICULAR TRADES.

Building.—The prospects are for a busy season. Several of the contractors have a number of buildings under way, and there was a demand for first class carpenters. Bricklayers were fairly well employed, and painters and paperhangers were very busy. Plumbers and steamfitters were fairly well employed, with builders' labourers all working.

Metal, engineering and shipbuilding.—Activity in the iron trades continued. Iron moulders, coremakers, machinists, linemen, stove mounters, blacksmiths, boilermakers and horse-shoers were well employed.

Woodworking and furnishing.—With a few exceptions, all had an active month.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors reported a good month, with increased trade. Garment workers (female) were busy.

Food and tobacco preparations.—Bakers butchers and cigarmakers had a busy month.

Leather.—Saddlers and leather workers were fully employed.

Miscellaneous.—Barbers reported a good month. Some hotel, restaurant and laundry workers were in demand.

Transport.—All railway and steamboat employees, teamsters and expressmen had a good month.

Unskilled.—There was ample employment.

DISTRICT NOTES.

Sandwich.—The Saginaw Lumber and Salt Company is moving its plant from Sandwich to Thessalon. This will be a loss to Sandwich as the company employs a large number of hands. The company is promised a bonus of $10,500 to locate at Thessalon.

Walkerville.—The McGregor Banwell Wire Fence Company's plant was burnt on March 16, causing a loss of about $80,000 and throwing a large number of work-people out of employment. The company is preparing to rebuild immediately.

SAULT STE MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of March showed little change compared with the month of February. Business was not active, but the fine weather of the third week of the month caused improved conditions. A snow storm and a return of cold weather occurred on the 30th of the month.

Most of the gangs operating in the woods have been broken up, and the lumbering companies are now hiring men for the drives.

The ice harvest for this season was a good one.

Navigation is expected to open about the middle of April. Many merchants are waiting until then to get in their goods, as there is great disparity between rail and water freight rates.

In the early part of the month, the municipal buildings, including the Town Hall, Carnegie Library, and Central Fire Hall, were destroyed by fire. The buildings cost in the neighbourhood of $38,000, and were insured for about $15,000.

Indications point to a busy season in the building trades, there being in contemplation the erection of a $30,000 addition to the hospital, a new town building and a modern abattoir.

The Evart Tool Company, of Evart, Michigan, has purchased a factory building, which has been idle for some time, and intends to manufacture lumbermen's tools, to supply its constantly increasing Canadian trade.

At the Steel plant the employees are working on orders away ahead; some of the new open hearth furnaces in course of erection are expected to be ready for use shortly. About 1,200 men are now employed at the Steel plant. The Veneer mill has plenty of orders on hand, and gives employment to about 75 men. The pulp mill is working to its full capacity, also the L. S. P. Co's. sawmill and other industries.

A smelter to handle the different ores of the district is urgently needed. Mining claims are taken up, the prospects are worked, but it is very difficult to develop them on account of the expense entailed in shipping the ore to a smelter in the United States.

Labour was fully employed during the month, and supply and demand were well balanced.

Steelton.—The residents are petitioning the Canadian Pacific Railway Company to build a station, as at present they are compelled to use the Sault Ste. Marie station, situated several miles distant.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been a keen demand for all classes of labour during March, and indications point to a continuance of the same. All the industries of the city are preparing for a season of exceptional activity. A new foundry commenced operations and will give employment to about fifty hands. All other foundries in the city were busy. Exceptional activity also prevailed in the building trades. Permits are being taken out at a rapid rate and the total for the year so far exceeds the total at the corresponding date of last year. Jobbers are doing a heavier business than in the previous year. Some difficulties have been experienced in not getting merchandise shipped. Most of the lines are now cleared and traffic is moving freely, except on some of the branch lines which have been closed to regular traffic for some time. With a freer movement of traffic, the most extensive jobbers state that trade will exceed by 25 per cent. that of last year. There have been no changes in wages, but the terms for the summer months have not yet been settled. Several of the unions in the building trades have notified employers that a

higher rate of wages will be demanded, but so far no definite arrangement has been arrived at. Some negotiations have been carried on and these will probably lead to the appointment of an arbitration board for the settlement of any difficulties that may arise.

A meeting of the Manual Arts Association was held recently in Winnipeg, when an address was given on "The Manual Arts in the United States." The opinion was expressed that Winnipeg compared favourably in this respect with any of the cities in the United States. It was the opinion of most of the members of this association, teachers and principals in the Winnipeg public schools, that pupils should be allowed to choose the work which they should do in the manual training room. Although the pupil was obliged to pay for material used for models above a certain size, under careful guidance the work was usually successfully completed and the boy's confidence in his power and ability was greatly increased. In one room in the city the boys have purchased over $80 worth of material themselves.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have not as yet been able to work upon the land. Extensive preparations are contemplated judging by the heavy demand for farm hands.

Railroad construction.—Almost six thousand miles of railroad are at present under contract in the Canadian West between the Rocky Mountains and the Great Lakes. Part of this is already practically completed. Thousands of men are at present employed and many more will be required to meet the demands of the various contractors for help. Agents of the railroad companies are very active in trying to induce incoming emigrants to accept employment with them. The estimated amount of construction work for the various companies is as follows:—

Canadian Northern	1,500 miles.
Canadian Pacific	1,400 miles.
Great Northern	1,000 miles.
Grand Trunk Pacific	1,900 miles.

Steel work on the Grand Trunk Pacific will commence as soon as the spring weather becomes settled. Blasting operations and bridge and culvert work have been proceeding actively all winter. Progress was retarded to some extent by inability to get timber from British Columbia and by lack of transportation facilities for the necessary steel.

CONDITION OF PARTICULAR TRADES.

Building.—The Building Inspector for the City of Winnipeg has just issued his annual report which showed in classified form the nature of the building operations during 1906, as follows:—

	Cost.
1147 Frame dwellings	$ 1,184,500
998 Frame dwellings on stone basement	3,165,325
175 Brick dwellings	1,010,750
45 Brick Veneered dwellings	228,400
87 Apartment office blocks, etc	3,135,300
27 Churches, schools, institutes, etc	695,590
664 Stables, sheds, workshops, etc	294,730
980 Stone basements, additions, improvements, etc	1,008,905
94 Warehouses, storehouses, mills, factories, etc	1,754,100
24 Places of amusement, theatres, etc	260,000
4232	$12,737,600
28 Less for cancellations	111,600
4204 Corrected totals	$12,625,950

COMPARISON WITH PREVIOUS YEARS.

Year.	Permits.	Buildings.	Cost.
1900	530	658	$ 1,441,863
1901	636	820	1,708,557
1902	822	973	2,408,125
1903	1227	1593	5,689,400
1904	1768	2268	9,651,750
1905	3349	4099	10,840,150
1906	3487	4204	12,625,950

The greatest activity has prevailed in the western portion of the city.

Metal, engineering and shipbuilding.—There was general activity and in all branches, and steps are being taken to meet heavier demands. For some time there were doubts as to whether during the present year there would be as much building as in 1906. Doubts in regard to this appear to have vanished. Much of the demand for ironwork is a result of

the building activity not only in Winnipeg, but throughout the West.

Woodworking and furnishing.—As in the case of the metal trades the woodworking trades depend largely upon the building industry. It is now the opinion of operators of the various woodworking establishments that they will have a heavy business during the season opening out.

Printing.—An arbitration between the stereotypers and the employers was held a few days ago, but the award has not yet been made. Business was very active, and all printers in the city were employed.

Clothing.—Unusual activity prevailed. Some of the factory operators complain of a lack of skilled help.

Food and tobacco preparation.—Bakers and confectioners were normally active, and the cigar factories were kept busy. Ice-cutting has ceased.

Leather.—There are openings in the leather trades for various classes of experienced workpeople.

Miscellaneous.—First class stenographers are in demand; also dining room girls and laundry workers.

Unskilled.—All kinds of unskilled workmen can find abundance of employment.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during the latter part of February and in March continued active; some buildings in course of erection employing a number of carpenters. The prospects for a very active building year in Brandon are very bright, a large number of buildings being projected. A notice appeared in the local papers for tenders for building 100 houses in Brandon.

A deposit of $1,000 has been received by the city as a guarantee of good faith on the part of the International Heating and Lighting Company, of Cleveland, Ohio. A by-law was passed granting the company certain privileges.

Merchants from Western Canada held a meeting in Winnipeg during February. Resolutions were passed that petitions be presented to the legislature of the three provinces praying that a bill be introduced regulating the activities of peddlers, etc., by increasing license fees, and imposing fines for contraventions of the Act. The Dominion Parliament will also be petitioned to provide legislation to restrict the growth of co-operative stores. There are now in the province over 1,100 members of the Retail Merchants' Association of Western Canada.

Railroad engineers and firemen have submitted to the Canadian Pacific Railway Company, for consideration, a new schedule of rates of wages. Freight engineers have asked for an increase of 40 cents per 100 miles, and yard engineers an increase of 40 cents per day of ten hours. There are 23 freight and 4 yard engineers at this station.

The announcement is made that no seed grain special will be run over the Canadian Pacific Railway this spring. This is owing to the trouble with snow blockades, the effect of which has not yet disappeared. This work, in which the farmers were greatly interested, will be taken up again next year.

The Canadian Pacific Railway Company has issued orders to its officials here to observe the law relative to the "Lord's Day Act." In consequence all freight traffic was suspended on Sunday, and no employees, with the exception of those necessary for the passenger service, were working.

Heavy shipments of new spring goods arrived for the local merchants.

CONDITIONS OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy preparing for seeding operations. The implement men were very busy. Grain receipts at points on the lines of the Canadian Pacific Railway Company on Friday amounted to 105,000 bushels of wheat and to 28,000 bushels of other grains. On the corresponding day of

last year the receipts amounted to 70,000 bushels. The total grain receipts to date this year amounted to 46,641,000 bushels of wheat, and 4,765,000 bushels of other grain. In the corresponding period of last year the receipts amounted to 49,912,000 bushels of wheat, and 3,717,000 bushels of other grain. Shipments of agricultural implements from the east and south reached the highest point during March, and about the same time the general immigration movement began. The various railway companies were preparing for this traffic.

CONDITION OF PARTICULAR TRADES.

Building.—Employees were idle, with the exception of carpenters who were employed on inside work, and on some buildings that have been started. Plumbers and steam-fitters were somewhat quiet.

Metal, engineering and shipbuilding.—Iron moulders, machinists, steam engineers, sheet metal workers and boilermakers were active.

Woodworking and furnishing.—These trades were more or less quiet.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors, garment workers and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat-cutters, cigarmakers, ice-handlers, and tobacco workers were active.

Leather.—Tanners and curriers were quiet.

Miscellaneous.—Conditions with barbers, clerks, stenographers, delivery employees, and laundry workers were active, and with furriers, quiet.

Transport.—Traffic on the Canadian Pacific Railway was heavy; especially was this true with regard to passenger traffic. Cabmen, teamsters and expressmen were actively employed.

Unskilled.—A number of unskilled labourers were employed by the city and on building construction work, but the supply was equal to the demand.

DISTRICT NOTES.

Yorkton, Sask.—A by-law to raise $10,000 was passed to purchase a controlling interest in the local telephone company. The telephone system will be immediately extended to meet the large demand among the farmers for telephones.

MOOSEJAW, SASK., AND DISTRICT.

Mr. Jas. R. D. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During March, the labour market was more active than at any period since the winter set in, although the spring was somewhat backward owing to the amount of snow on the ground. There was already pronounced activity in building, with every indication that 1907 will be a busier season throughout the Province in the building trades than ever before. Wages are already on a high level, and there is every indication of a scarcity of labour. The railways, owing to the great increase in freight and passenger traffic, are contemplating extensive improvements at Moosejaw. It is intended by the Canadian Pacific Railway Company to build new yards for freight traffic, increasing the tracks so as to permit the yards to accommodate 1,500 cars. It is also the intention of the Company to increase the capacity of the locomotive and repair shops. The Company has about finished the installing of an acetylene gas plant, to be used in the lighting of passenger cars. Owing to the increased cost of living the price of meals and board has been increased, and room rents are very high. Board per week, is now $6.00; per meal, 35 cents and room rent, $10 per month. The average rent paid by workingmen is at present from $20.00 to $40.00 per month, throughout the Province. Railway employees have been working to their full capacity, although increased staffs were employed.

Locomotive engineers received an increase in wages, dated from February 1. The advance applied to men on the Canadian Pacific Railway from Fort William to Vancouver. The increase is 40 cents per day of ten hours, on a run

of 100 miles in mixed or freight service. The increase affects about 700 locomotive engineers, and amounts to about $8.00 per month.

CONDITION OF PARTICULAR TRADES.

Building.—Active conditions prevailed in all branches. In a few, conditions were very active, with a slight demand for competent painters.

Metal, engineering and shipbuilding.—Blacksmiths were busy. Other employees found employment active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers were actively employed, and carriage and wagon-makers, and car builders were busy.

Printing.—Printers, etc., were active, but photo-engravers were quiet.

Clothing.—Every branch was busily employed.

Food and tobacco preparation.—Busy conditions prevailed in all lines.

Miscellaneous.—All were very actively employed, with a demand for experienced laundry workers.

Transport.—Without exception all employed in transportation were busily engaged.

Unskilled.—This class was in demand, at wages almost equal to those paid mechanics.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been more actively employed during March than in February, and fully as well as at this season in former years. There were a number of workmen idle in the building trades, especially plumbers and steam fitters, but members of the other trades were mostly all employed. It is too early in the season for the commencement of public works or the starting of new industries, but the general opinion is that within six weeks work will be commenced, when there will be an increased demand for unskilled labour. The transportation companies had a busy month owing to the influx of settlers and the handling of spring merchandise. Wholesale trade had the busiest month in the history of the district, and retail trade a satisfactory month.

The Reliance Coal Mining Company, whose mine is situated near Lethbridge, has struck a seam of coal at a depth of 200 feet, some 70 feet deeper than the second seam, which was 14 inches thick. The indications are that the new seam will be 4 to 5 feet thick. The digging has been of the hardest, much of it being through sandstone. Coal is being raised in the main shaft, but beyond that is not being handled at present, as the power plant is undergoing repairs. After the development planned for the season, it is expected that the mine will raise eventually from 600 to 1,000 tons daily. The out-croppings on the river bank indicate a thickness of several seams, all of which, it is expected, will be encountered in time.

The Medicine Hat Woollen Mills Company, soon to be known as the "Lethbridge Woollen Mills Company," has just contracted for the first supply of wool. The McGrady Hide and Wool Company, of Calgary, will furnish 80,000 lbs. of wool, and the firm of Carruthers, of Edmonton, 20,000 lbs. This supply of wool is expected to keep the works going till this season's clip of wool is on the market in August or September. The company has booked orders to date for $10,000 worth of blankets. The work of constructing the buildings and plant has been proceeding through the winter. The secretary-treasurer of the company states that the contractor expects to hand over the mill for occupancy in May.

This year, it is expected, will witness the founding of over 100 new towns along the lines of the Grand Trunk Pacific railway, exclusive of the new towns that will be brought into existence by the extensions of the other railway systems. The distance between Winnipeg and Edmonton is 790 miles, and the plans of the Grand Trunk Pacific Railway show that there will be a station at an average of every seven miles for the whole of that

distance. About three quarters of the grading has been done between Edmonton and Winnipeg, and work on the remainder is being pushed forward as rapidly as possible. As soon as spring opens up, tracklaying will start. About fifty miles was laid west of Portage la Prairie before the frost set in, but this work was suspended during the winter. Material has been accumulating at Portage la Prairie and Saskatoon, and during this summer similar divisional quarters will be established at Edmonton, so that work can proceed satisfactorily from all points. There are several tracklaying machines in readiness; each will lay three miles of track a day, so that steel will be put down at the rate of nine to twelve miles a day this summer. The company has every hope that it will be able to complete the work on time and get a connection through from Edmonton to Fort William this year, providing the section from Winnipeg to the Junction with the Fort William branch of the Grand Trunk Pacific Railway is completed on time.

Customs receipts for March show a large increase over the corresponding month for 1906, being $23,125.97 for March, 1906, and for March, 1907, $65,027.42, or 180 per cent increase.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and decorators, and paper hangers were active. Plumbers, gas and steam-fitters and stonecutters experienced dull conditions, but builders' labourers were active.

Metal, engineering and shipbuilding.— Machinists and engineers, electrical workers and linemen, sheet metal workers and jewellers were active. Blacksmiths, boilermakers and horseshoers were busy.

Woodworking and furnishing.—Busy conditions prevailed with woodworkers, upholsterers, carriage and wagon workers, and car builders.

Printing.—Printers, pressmen and book binders were busy.

Clothing.—Journeymen tailors and garment workers were busy, with boot and shoe workers active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, and cigar makers were active.

Leather.—Saddlers and leather workers were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, and laundry employees were busily employed, and hotel, restaurant and theatre employees were active.

Transport.—Railway train crews, railway telegraphers, switchmen, trackmen and freight-handlers, teamsters and expressmen were busy. Cab drivers, hackmen, carters and draymen were active.

Unskilled.—There was little demand as yet for this class.

EDMONTON, ALTA., AND DISTRICT.

Mr. J. A. Kinney, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during March showed a marked improvement over the preceding month, although the weather was unfavourable. The supply, however, has been so far equal to the demand. The railways were taxed to their utmost capacity in handling the traffic, and in many cases shipments were over due. Wholesale and retail dealers reported trade good.

An agreement between the Master Builders' Exchange and the Carpenters' Union, No. 1,325, has been signed, to take effect on the expiration of the present agreement on May 1 next. The carpenters get an increase in wages from a minimum of $3.00 to $3.36 for eight hours. Agreements between the Master Builders' Exchange and other various labour unions are under consideration. The City Council has agreed to adopt union rates of wages and hours per day in reference to employment of city employees, and has a clause to this effect inserted in all contracts let by the city.

The Builders' Exchange of Edmonton has been re-organized. It has now a membership of about 60 composed of general contractors for carpenter work,

brick and stone, plumbing and heating, painting, and cement work.

Building permits issued in January totalled $125,135; February, $373,790, and in March over $100,000.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Owing to the continued cold weather, lumbering operations were still in progress, and prospects were good for a large cut. About 500 men are being employed. The planing mills were running full time and were very busy manufacturing stock for the coming season.

Mining.—Coal mining operations continued active, the output being about 700 tons per day.

Other industries.—The J. J. McLaughlin Company, of Toronto and Winnipeg, are installing a bottling plant.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were employed to a greater extent than last month, though work has not as yet fully opened up. Carpenters and joiners, lathers and plasterers, plumbers and steamfitters, stone cutters and labourers found employment only fairly active, but better than in the same month a year ago.

Metal, engineering and shipbuilding.—Electrical workers and linemen, blacksmiths and horseshoers were busy.

Printing.—Printers were busy.

Food and tobacco preparation.—Bakers and confectioners were busy. The cigar factory was working to its full capacity to fill orders.

Miscellaneous.—Barbers reported trade active; nearly all journeymen are members of the local union. Clerks and stenographers were busy, with the supply equalling the demand. Hotel and restaurant employees reported business active.

Transport.—Teamsters, expressmen and draymen reported trade very good.

Unskilled.—The supply of unskilled abour was equal to the demand.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during March was active, the smelters being supplied with a fair amount of coke and coal, thus allowing the mines to employ full staffs of miners.

The outside men employed by the St. Eugene Mining Company at Moyie were granted a nine-hour day, a reduction of one hour per day, without any reduction in pay. This change affects about thirty men. About eighteen teamsters employed by different firms in Nelson have had their wages increased from $75 to $80 per month. Both these changes were effected by mutual arrangements between employees and employers.

The machinery for the new hoist at the Centre Star mine has nearly all arrived and will require about one month's time for installation. This new hoist, it is said, will be the largest in any quartz mine in Canada, and will increase the output of the Centre Star and allied mines.

Work has been commenced on the foundations of a new brick building to be erected for the Canadian Bank of Commerce.

The local sawmill is being refitted and overhauled, and is expected to be in operation within a month.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

In the earlier part of the month the labour market was somewhat dull, but conditions steadily improved until there was work of one kind or another for all. The local sawmills were working to full capacity, and, notwithstanding the high price of lumber, the demand was fully equal to the supply. Construction work

was being pushed on the building of a four-storey brick and stone block to be used for stores and offices. The building of two or three other blocks is contemplated, as it is now very difficult to get a suitable unoccupied building on any of the business streets. A large number of residences are in course of construction and a busy season is contemplated. The Westminster Home Building Society has been formed for the purpose of building suitable homes for the large influx of settlers expected this spring. The Company will erect buildings to cost from $1,500 to $2,500, and will sell to settlers on easy terms of payment. The British Columbia Distillery Company has commenced shipping and is finding a ready market for the same. The glass works are expected to be in operation in a short time. The building to be occupied by the Turpentine and Creosote Co. is about completed, and the machinery is being installed. The wood pipe works will begin operations in a few days; a large amount of material is on hand. The City Council will again increase the capacity of the waterworks reservoir in order to meet the increased demand on the system. The "Chelmsford," a large sailing vessel, cleared from the port during the month with a cargo of 1,800,000 feet of lumber for Valparaiso. Another ship has arrived to load lumber for Callao, Peru. Local tug boat owners will advance rates for towing from twenty to twenty-five per cent. The surveying of the route for the electric road between this city and Chilliwack is well under way, and engineers have been engaged to report on the cost of building the road. The school teachers in this city recently applied to the Public School Board for a general increase in salaries, but owing to the estimates for the year having been made up, it was felt by the Board that a general increase this year was impossible; an increased schedule was promised for next year. On and after April 1 this year, the carpenters in this city will demand $3.50 per day of eight hours. Bricklayers' wages are the same as last year, viz., $5.00 per day of eight hours.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were taking advantage of the spring weather and were busy ploughing and otherwise preparing for the season's work. Good prices prevailed for farm produce. The local market is growing to such an extent that an extension will have to be made at once.

Fishing.—A number of men are at present engaged in spring salmon fishing. Not many fish are being taken, but an improvement is expected soon. The local Fishermen's Union has arranged a schedule of prices for spring salmon as follows: From March 1 to April 20, red salmon, 8 cents per lb.; white salmon, 5 cents per lb.; steelhead salmon, 6 cents per lb.; from April 20 to June 1, 6 cents per lb. for red spring salmon and 3 cents for white. The prices of steelheads after April will depend on the state of the market, no rates being fixed. The Dominion Government hatcheries are turning young sockeyes loose. About 16,000,000 will be turned out from the Harrison Lake hatchery and about 9,000,000 from the Don Accord hatchery, this being about 6,000,000 all told less than the average of former years, owing to the heavy freshets last fall, which broke down a number of the gates on the creek and allowed a number of the fish, which were in the pens for spawning purposes, to escape.

CONDITION OF PARTICULAR TRADES.

Building.—Active conditions of employment prevailed. Builders' labourers were busily employed.

Metal, engineering and shipbuilding.—Conditions of employment were active.

Woodworking and furnishing.—Woodworkers, carriage and wagon-makers, car-builders, electric, and shingle weavers found employment active.

Printing.—Active conditions of employment prevailed with printers and pressmen.

Clothing. — Journeyman tailors, garment workers and boot and shoe workers had active employment.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were active, with cigar makers busy.

Leather.—Tanners and curriers were active.

Miscellaneous.—Clerks, stenographers,

delivery employees, hotel and restaurant employees were active, and laundry workers busy.

Transport. — Freight-handlers, steamboatmen and steamboat firemen, carters and draymen, teamsters and expressmen were active, and street railway men busy.

Unskilled.—Busy conditions of employment prevailed.

DISTRICT NOTES.

Stave Lake.—The Stave Lake Power Company has a large number of men employed in the construction of dams, etc. Work will be commenced at once on the power line from the lake to this city and Vancouver. The Company has applied for a record of 75,000 miners inches of water, which is probably the largest record ever applied for in this province, to be used for mechanical and power purposes.

VANCOUVER, B. C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The building season opened and skilled mechanics were in demand. There were, however, many unskilled workmen idle, though no cases of actual want were reported. The shipyards were busy; in all, 12 tug boats were being built, and two large scows were launched at Wallace's shipyards. At a meeting of the British Columbia Pharmaceutical Association, held on the 15th instant, the following resolution regarding the "Lord's Day Act' was adopted:

"That we close our stores from 12 p. m. on Saturday to 12 p. m. Sunday, until we get authoritative information as to what constitutes a violation of the Act, pending the action of the Provincial Government."

The druggists closed their stores accordingly on March 17, but were open on the 24th.

The British steamer "Woodford" is reported to have been purchased for the Canadian-Mexican steamship service to run in conjunction with the steamers "Lonsdale" and "Georgia" between Vancouver and Victoria and Salinas Cruz, the Pacfic terminus of the Tehauntapee railroad, which connects the Atlantic and Pacific across the isthmus.

The contract for a proposed wharf for the new market site was awarded to the British Columbia General Contract Company for $26,455

The Market and Industries Committee of the City Council passed the following resolution:—

"That we recommend to the City Council that a improvements, such as buildings and fixed machinery be exempt from taxation on all manufacturing industries which employ white labour only, the right to determine what constitutes a manufacturing industry to rest with the Court of Revision, whose decision shall be final.

Bank clearings were about $13,000,000 during March. Applications at the land registry office during February totalled 979, the largest on record. The receipts in fees amounted to $7,248.50.

On April 1 a new scale will go into effect for sailors on the Pacific coast, giving them an increase of $5 per month. This was agreed to between the various shipping companies and the Sailors' Union of the Pacific coast.

The Marble Bay copper mines situated on Texada Island, one of the best paying properties on the coast, was closed down as a consequence of a strike among the miners, and the manager of the mines stated that he could not say when operations will be resumed. The strike occurred as a result of the refusal of the owners of the property to accede to a demand from the miners for increased wages. The men claim that they are entitled to the advance as the price of copper has gone up. Machine drillmen received $3.50 a day, helpers $3.00. It was demanded that helpers be done away with and two expert miners be employed. The miners also asked that the wages of muckers be increased from $2.75 to $3.00 per day, and that all timbermen receive $3.50 instead of $3.00 per day. All to take effect on April 1.

It was claimed by contractors that the price of wood blocks for street paving was getting so high and delivery so uncertain as to be prohibitive.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers and plasterers during the first part of the month were not active on account of the unfavourable weather, but later were busily employed. Painters and decorators were fairly busy. Plumbers, gas fitters, etc., were very active, with stonecutters and builders' labourers fairly well employed.

Metal, engineering and shipbuilding.—Machinists, engineers, steam engineers, electrical workers, blacksmiths, boilermakers and horseshoers, shipbuilders and shipwrights were active. Sheet metal workers and jewellers were busy.

Woodworking and furnishing.—Woodworkers, upholsterers, carriage and wagon makers, pattern makers and coopers found employment active.

Printing.—Printers, pressmen, bookbinders and stereotypers were well employed.

Clothing.—Journeymen tailors were quiet. Garment workers reported trade fair.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters were brisk, and cigar makers and tobacco workers reported trade fair.

Leather.—Leather workers on horse goods reported no men idle.

Miscellaneous.—Barbers, broom-makers, clerks and stenographers were fairly well employed. Delivery employees, hotel, restaurant and theatre employees were very active. Laundry workers reported business good. The laundries have raised their prices one cent all round.

Transport.—Employees of railways and steamboat lines were very active, and in some instances worked overtime. Street railway employees were also actively employed, over 100 conductors and 100 motormen, besides a large number of other employees being at work. Hackmen, carters and draymen were well employed, as well as teamsters and expressmen.

Unskilled.—The supply exceeded the demand, the Hindus being for the most part idle.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General activity prevailed during March among all classes of labour, and from present appearances this condition will continue for the next year. All industrial establishments were working to the limit of their capacity. There was, however, no scarcity of labour, and the supply is generally up to the demand. The Board of Trade is investigating an alleged shortage of labour.* In this connection a meeting was called under the auspices of the Trades and Labour Council and the Labourers' Protective Union, for the purpose of going into the question in all its phases. It was stated that there was no scarcity of labour if employers were willing to pay a fair wage. It was stated that in the lumbering industry the employers have been accustomed to Chinese labour for so long at low wages that they are not inclined to hire white men at a higher wage. The following resolution was passed at the above mentioned meeting.—

"WHEREAS an agitation is in progress in this Province having for its object the creation of an influx of workingmen from any country whatsoever, on the plea that there is at present time a serious scarcity of labour in the Province."

AND WHEREAS the alleged serious scarcity of labour is not supported by facts, as a sufficient supply of labour is found to be available in all lines of work:—

THEREFORE, BE IT

RESOLVED, that this meeting disapproves of the said agitation in favour of cheap labour, and goes on record as denying the existence of a serious labour shortage: and be it further

RESOLVED, that this meeting endorses the resolution adopted by the last convention of the Trades and Labour Congress of Canada on Asiatic immigration."

A deputation from the Victoria and Vancouver Trades and Labour Councils waited upon the Provincial Government March 15†

CONDITIONS OF LOCAL INDUSTRIES.

Fishing.—Though the fishing season is now on, very few, if any, fishermen are

(*) See report of Victoria correspondence in the *Labour Gazette* for March, 1907.

(†) See note in opening article of present issue.

using their nets. Trap fishing will not commence for at least a month, and on the Fraser river it has been so cold that all work among the fishermen has been suspended for some time. Canneries are waiting news of the opening of the run in Northern waters. A very extensive whaling station will be commenced shortly for the Pacific Whaling Company, on the south side of Kynquot Sound on Vancouver Island. Arrangements are now complete to commence construction work immediately.

Lumbering.—The lumbering industry was very busy and has been for some time, owing to the amount of building going on in this province and the heavy shipments into the Northwest provinces and Manitoba. Wages in the lumbering camps have been increased 50 cents per day for the kinds of labour employed in this business.

Manufacturing.—The latest addition to the industries of Victoria is the foundry and machine shops erected for Messrs. Hutchison Bros. Co., Ltd. When in operation these works will give employment to a large number of mechanics. They will make a specialty of manufacturing the Meitz oil engines and gasoline launches.

Mining.—Considerable activity prevailed in the mines on Vancouver Island, though work was somewhat retarded at the 'Richard" mine at Mount Sicker owing to a fire in the shaft-house. New machinery has been ordered, and it is expected that the mine will be running again shortly. The marble quarries at Nootka Sound are to be opened up at once by the Nootka Marble Quarries Company of this city. Men have been sent up with the necessary machinery and a very fine grade of marble will soon be turned out. Coal mining was very active.. Besides the mines at Nanaimo and Wellington, new mines are about to be established on Graham Island in the Charlotte group, where large measures of coal have lately been discovered. Malcolm Island is also expected to be the scene of great activity in coal mining in the near future.

CONDITION OF PARTICULAR TRADES.

Building.—All departments were working full time, and it is expected that this condition will prevail throughout the coming summer, as many new residences are now in course of construction, as well as a number projected upon which construction work has not been commenced. In the business portion of the city a large six-storey building is in course of erection for Messrs. Pither & Leiser, wholesale dealers. Several buildings are to be remodelled, amongst which are the King Edward hotel, Vernon hotel and the Sehl building. A new scale of wages for painters came in force on March 1, whereby the wages will be increased from 37½ cents per hour for a 48 hour week to 41 cents per hour for a 44 hour week. A further increase to 43 cents per hour may be granted on April 1. The 44 hour week consists of 8 hours for five days of the week and four hours on Saturday. About ninety men will be benefitted by the above increase.

Metal, engineering and shipbuilding.—Iron moulders were working full time,and machinists and engineers were kept busy, many of the former frequently working overtime. The strike in the yards of Messrs. Bullen Brothers and the Victoria Machinery Works is still on. Both these firms have a number of boilermakers employed at present, but less than before the commencement of the strike.

Woodworking and furnishing.—Several of the pattern makers in the city received an increase of wages, but the amount of increase received was not made public.

Printing.—Printers, pressmen and book binders were very busy, with bright prospects for the future. Every printer in the city was employed, although this is generally the dull season of the year. The "Colonist" has added ten new linotypes to its plant and is issuing a sixteen-page daily and twenty-four page Sunday edition, also a twelve-page semi-weekly. This required the doubling of the staff in the composing room. The "Times," (evening) is now issuing a twelve-page edition. In the government printing offices a number of extra hands are employed beside the regular staff, owing to the amount of sessional printing to be done. The wages in the government printing offices are now equal to that

paid in the city commercial offices, viz., $4 per day.

Food and tobacco preparation.—Butchers, and bakers have all been constantly employed, and all the cigar factories in the city have been kept very busy. About fifty cigar makers are employed here.

Leather.—Harness makers and saddlers were well employed.

Miscellaneous.—Barbers in all shops were busy. Notice has been given the public that after April 2 the price of haircutting will be 35 cents as against 25 cents now charged. This is owing to an anticipated demand for higher wages on the part of the journeymen barbers. Hotel and restaurant employees were kept very busy.

Transport.—Steamboat men and steam boat firemen were fully employed. There still seems to be a scarcity of deep water sailors, notwithstanding the fact that good wages are being offered. Cabdrivers and hackmen were doing well owing to the many visitors that have been in the city lately. Teamsters and expressmen reported trade conditions excellent.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during March, there having been a good deal of outside work. The weather being more favourable towards the latter part of the month, there was a demand for men, especially for the logging camps, some of which were previously in operation, while others started up during the month. The supply of men has not been equal to the demand, there being still a shortage in the district. Work was much more plentiful than during February, there being exceptional activity in the lumbering and coal industries, especially the former. Business men reported the month good for the time of year, with prospects of improvement. While there has been no definite raise in the rates of wages current in the district, nearly all the industries were offering higher wages than formerly. In some instances, especially in the logging camps, the wages offered are the highest in many years. There was no industrial unrest in the district.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were commencing spring work and attending to orchards.

Fishing.—There was little activity among fishermen. Herring fishing is closed for the season, so that fishermen have only to supply local requirements.

Lumbering.—In the logging camps work is being rushed as fast as weather will permit, there being a large shortage of logs along the coast. Several new logging camps were being started as fast as the operators could secure the men, this being the chief difficulty at the present time. The sawmills were working steadily. The proprietors of the local mill have commenced to make large improvements to their property.

Mining.—There was considerable activity among the quartz mines, but not much work started as yet, it being too early in the season. Coal mines in the district were working to their full capacity, the local company steadily increasing its output. A large number of men have been coming here from Great Britain to work in the coal mines.

Railroad construction and employment.—There has been little activity as yet.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons reported work quiet. Carpenters were active for the time of year. Painters have not started work yet, but plumbers have been fairly well employed.

Metal, engineering and shipbuilding.—Machinists and engineers reported trade active. Blacksmiths and carriage makers were doing very well.

Printing.—Printers were active.

Transport.—Teamsters and expressmen were very active, this being their busy season.

Unskilled.—This class was in good demand, and as the season advances a shortage will probably be felt.

DISTRICT NOTES.

Ladysmith.—The smelter has secured a steady supply of ore from properties which have started shipping, and a steady run is expected for some time to come.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—OUTLINE OF LEADING PROVISIONS.

THE past month has been especially notable in the history of labour legislation in Canada, since it has seen enacted "An Act to Aid in the Prevention and Settlement of Strikes and Lockouts in Coal Mines and Industries Connected with Public Utilities," more briefly known as "The Industrial Disputes Investigation Act, 1907," the measure having received the royal assent on the 23rd of the month. An outline of the new Act, which is printed in full as an appendix to the present issue of the *Labour Gazette*, will be of interest to both employers and employees.

In the first place, it may be remarked that this measure is a natural sequence of the Conciliation Act of 1900, and the Railway Labour Disputes Act of 1903, both which are now incorporated in the Conciliation and Labour Act, Chap. 96 of the Revised Statutes of Canada, 1906.* The object of the new legislation, as the complete title to the Act sets forth, is to aid in the prevention and settlement of industrial disputes in so far as the same affect any form of public utilities. Such disputes obviously affect the public interest more closely than those concerning any other class of industry, and their prevention altogether, or, if that is impossible, their prompt and amicable settlement, is even more desirable than in the case of the ordinary labour trouble, since a cessation of work from lockout or strike in the case of a public utility involves not only loss to employers and employed, but grave inconvenience and possibly serious distress to the public at large. Of the total number of industrial disputes, the proportion that concerns the operation of public utilities is very striking. Taking the six years during which records have been kept in the Department of Labour, it will be found that the total number of workpeople affected was 142,027, of which exactly one-third represented disputes in what are by general consent denominated public utilities, viz., mining, transport, street railways, telephony and telegraphy. The actual number of disputes in the public utility class of industries during that period is relatively small, being only 100 out of 715, but the average number of employees concerned in such disputes is so much larger than the general average that the total number affected was no less than 47,397. It goes without saying that such an interference with the ordinary routine of industrial life cannot take place without the gravest consequences to all concerned. The fuel famine in the West during the past year, which was at least aggravated by reason of the prolonged strike at the Lethbridge coal mines, is an illustration, fresh in the public mind, of the intimate relation between the public utility industry and the public welfare. Severe as the situation actually became, it must have been infinitely worse had not the good offices of the Department of Labour resulted in effecting a settlement between the operators and the workmen.

Obviously, the public interest, not less than the interests of employer and employed, lies in the settlement of such disputes in their initial stages and before they have assumed so serious a form as a lockout or a strike. What, therefore, the new Act does is to require that any dispute arising in connection with the class of industries named shall be submitted to a Board of Conciliation and Investigation,

* For an account of the immediate circumstances which led to the introduction of the Bill, see article on the settlement of the coal miners' strike at Lethbridge, Alta., under the Conciliation Act, in December, 1906, *Gazette*, p. 647.

with a view to arriving at a settlement before a strike or a lockout can be legally brought about. This may be termed compulsory investigation, during which the parties in dispute will be brought necessarily face to face, and that conference and discussion secured which in the past have usually taken place only after the rigourous and harmful step of bringing about on the one side or the other a suspension of work. Further important provisions of the Act are those which require that employers and employees shall give at least thirty days' notice of an intended change affecting conditions of employment with respect to wages or hours, and that pending the proceedings before a Board, the relations to each other of the parties to the dispute shall remain unchanged, and neither party shall do anything tending to bring about respectively a lockout or a strike. One other section of the Act that should be emphasized is that which provides for the application of the statute to industries other than those connected with public utility when the parties to a dispute in such class of industries may so desire.

Machinery of the Act.

It will be interesting to glance at the machinery by which it is endeavored to secure the investigation aimed at. The vital features of the Act are contained in section 5, viz.:—

"Wherever any dispute exists between an employer and any of his employees, and the parties thereto are unable to adjust it, either of the parties to the dispute may make application to the Minister for the appointment of a Board of Conciliation and Investigation, to which Board the dispute may be referred under the provisions of this Act; Provided, however, that, in the case of a dispute between a railway company and its employees, such dispute may be referred, for the purpose of conciliation and investigation, under the provisions concerning railway disputes in the Conciliation and Labour Act."

and in section 56 (in part):

"It shall be unlawful for any employer to declare or cause a lockout, or for any employee to go on strike, on account of any dispute prior to or during a reference of such dispute to a Board of Conciliation and Investigation under the provisions of this Act, or prior to or during a reference under the provisions concerning railway disputes in the Conciliation and Labour Act: Provided, etc."

Application to Railway Disputes.

A word of explanation will be in place in respect to the reference in the fifth section of the Act as quoted, and as appears in other sections, to a dispute between a railway company and its employees. Under the Railway Labour Disputes Act, 1903, the parties to a dispute between a railway company and its employees were enabled to refer such dispute for conciliation and arbitration under terms provided by the Act. Representations were made on behalf of some organizations of railway employees that the members of these organizations would prefer the former measure to the new one, they having become accustomed to its provisions and for other reasons, it being alleged, in particular, that the former measure provided a more expeditious and less expensive means of carrying on an investigation. This was not admitted to be the case, but to enable the parties to take advantage of the provisions of either Act, under section 5 of the present Act it is made optional with the parties to a dispute affecting railway employees to refer such dispute for investigation under the provisions of the present measure or under the provisions concerning railway disputes in the Conciliation and Labour Act, these last-named provisions representing the Railway Labour Disputes Act, 1903, as it appears in the Revised Statutes of Canada, 1906; but reference of a dispute under the provisions of the one statute or the other must be made before a lockout or strike can be legally declared, the parties to such a dispute being expressly included in the operation of section 56.

Registrar Appointed under the Act.

The Act contemplates the appointment of a Registrar of Boards of Conciliation and Investigation, to whom shall be forwarded all applications for the appointment of a Board of Conciliation and Investigation, and who shall receive and register and generally deal with all applications for references of such disputes and shall at once bring to the attention of the Minister of Labour every such application, and generally shall, in the terms of the Act, "do all such things and take all such

proceedings as may be required in the performance of his duties prescribed under this Act, or any regulations thereunder." It may be added that the Governor-General-in-Council, in whose hands the appointment of the Registrar of Boards of Conciliation and Investigation was vested under the Act, has by order-in-council, appointed the Deputy Minister of Labour to the office indicated.

Boards to be Constituted within Fifteen days.

The Minister of Labour shall, within fifteen days from the date at which he receives an application for the appointment of a Board, if satisfied that the provisions of the Act apply, establish such Board under his hand and seal of office.

The Board shall consist of three members, who shall be appointed by the Minister. One shall be appointed on the recommendation of the employer concerned in the dispute, and one on the recommendation of the employees so concerned; the third on the recommendation of these two.

The party making application for the Board may make his recommendation for a representative on the Board at the time his application is forwarded, but in any event both parties to the dispute must make their respective recommendations within five days after being required to do so by the Minister, and in the event of their failing so to do, the Minister is empowered to select and appoint a fit person to act. Similarly, if the two representatives of the parties to the dispute have not, at the end of five days after their appointment, recommended a third member of the Board, the Minister is authorised to select and appoint such third member. The third member of the Board is to be chairman.

The members of this Board will take an oath of office before entering on their duties and will be equipped by the Department with a secretary, stenographer or such other clerical assistance as may seem to the Minister to be necessary.

Form of Application.

The manner in which and the persons by whom an application for the appointment of a Board is to be made are very fully set forth in the Act and should be carefully noted. (See sections 15 and 16). Application forms will be supplied by the Registrar of Boards of Conciliation and Investigation, and must be accompanied, when forwarded to him in accordance with the Act, by a statement setting forth (1) the parties to the dispute; (2) the nature and cause of the dispute, including all claims or demands made by either party upon the other to which exception is taken; (3) an approximate estimate of the number of persons affected; and (4) the efforts made by the parties themselves to adjust the dispute. The application must further be accompanied by a "statutory declaration setting forth that, failing an adjustment of the dispute or a reference thereof by the Minister of a Board of Conciliation and Investigation, under the Act, to the best of the knowledge and belief of the declarant, a lockout or strike, as the case may be, will be declared, and that the necessary authority to declare such lockout or strike has been obtained." Section 16 of the Act explains in detail the signatures that shall be necessary to the applications that may be respectively made under the Act.

Second Party to Dispute to be Informed.

So that both parties to the dispute may be made acquainted with the proceedings taken under the Act at the earliest moment possible and all unnecessary delay prevented, the applicant for the appointment of a Board is required to send to the other party to the dispute a copy of the application at the same time he is transmitting the application to the Registrar, and the second party to the dispute shall without delay prepare a statement in reply and forward the same to the Registrar and to the party making the application. The Act is precise in indicating who shall be regarded as properly representing the various parties who may make application for the appointment of Boards and those concerned should pay special attention to section 20, which bears on this point.

Powers and Functions of the Board.

Upon the appointment of the Board, the Registrar is to forward the Chairman

a copy of the application for the appointment of such Board, and of the statements of the respective parties on the subject of a reference under the Act where the number of employees affected is less than ten. In the course of the investigation that follows, "the Board may make all such suggestions and do all such things as it deems right and proper for inducing the parties to come to a fair and amicable settlement of the dispute" (section 23), and if a settlement of the dispute is arrived at by the parties during the course of its reference to the Board, a memorandum of the settlement is to be drawn up by the Board and signed by the parties and may be made binding if the parties agree as provided by a subsequent section of the Act, and a copy of the memorandum, with a report on the proceedings, is to be forwarded to the Minister. If a settlement of the dispute is not arrived at during the course of its reference to the Board, the Board is to make a full report thereon to the Minister, and make such recommendation as it sees fit for the settlement of the dispute; and when it is deemed expedient to do so, is also to state the period during which the proposed settlement shall continue in force and the date from which it shall commence. This report is to be sent to the Registrar, and similarly, a minority report may be made by a dissenting member of the Board. The Board will be invested with all the necessary powers for summoning and enforcing the attendance of witnesses, administering oaths and otherwise, so far as may be necessary to a full investigation of the matters brought before it. The Board will have the right to investigate and to allow those whom it may indicate to investigate all books, documents, etc., brought before the Board, but the information obtained therefrom shall not, except in so far as the Board deems expedient, be made public. The Act makes all necessary provision for the payment of witnesses, and for imposing penalties where the summons or order of the court has been disobeyed or where any person may be guilty of contempt to the Board. The Board is further invested with power to enter or to authorize others to enter any premises associated with the dispute which has been referred to it, and may there pursue its investigation.

Any party to a reference may be represented before the Board by three or less than three persons designated for the purpose, or by counsel or solicitor where allowed, and such counsel or solicitor shall be entitled to appear or be heard before the Board only with the consent of the parties to the dispute, and notwithstanding such consent, the Board may decline to allow such appearance.

Members of the Board must be British subjects, though not necessarily residents of Canada. The sittings of the Board are to be fixed as to time and place by the chairman, and the proceedings conducted in public unless the Board of its own motion or by request of any of the parties to the dispute, direct that they be held in private. The Board may at any time dismiss any matter referred to it which it deems frivolous or trivial, also it may, with the consent of the Minister of Labour, employ any competent experts or assessors to examine the books or official reports of either party and to advise upon any technical or other matter material to the investigation.

The Act provides for the adequate payment of the members of the Board during the time they are employed on the task in hand, also for their necessary travelling expenses, and further expressly prohibits the acceptance by any member of the Board of any perquisite or gratuity apart from his remuneration by the Government on account of any matters brought before the Board, and makes the acceptance of such perquisite or gratuity an offence punishable by a fine not exceeding one thousand dollars.

Thirty Days' Notice to Precede Changes in Wages and Hours.

An important provision of the Act is that which requires employers and employees coming within its scope to give at least thirty days' notice of any intended change affecting conditions of employment as to wages or hours.

Equally important is the provision that, pending the proceeding before a Board, the relation to each other of the parties to the dispute shall remain unchanged,

and neither party shall be concerned in doing directly or indirectly anything tending to promote a strike or lockout. That this provision may not work an injustice to either party, it is provided that it shall be an indictable offence for either party to a dispute to use this or any other provision of the Act for the purpose of unjustly maintaining a given condition of affairs through delay.

Penalties Under the Act.

Any employer declaring or causing a lockout contrary to the provisions of the Act becomes liable to a fine of not less than $100 nor more than $1,000 for each day or part of a day that such lockout exists, while any employee who goes on strike contrary to the provisions of the Act becomes liable to a fine of not less than $10 nor more than $50 for each day or part of a day that such employee is on strike.

A further important provision of the Act declares that any person who incites, encourages, or aids in any manner any employer to declare or continue a lockout, or any employee to go or continue on strike contrary to the provisions of the Act, shall be guilty of an offence and liable to a fine of not less than $50 nor more than $1,000.

The Award May be made Binding.

Although, as stated above, the finding of the Board is not in itself binding, and when delivered leaves the parties to the dispute free to take such action as they may respectively choose, yet, under section 62, either party to the dispute may agree to be bound by the award or recommendation of the Board, and if the other party agree in like manner, then the recommendation shall be made a rule of a Court of Record on the application of either party and shall be binding on both parties "as parties are bound upon an award made pursuant to a reference to arbitration on the order of a Court of Record."

Proceedings in Case of Violations.

It will be seen that the Act does not contemplate that the Department of Labour, or any other department of the Government, shall institute proceedings when the provisions are believed to have been infringed. Any individual may lay the information necessary to such proceedings, as in the case of any other infringement of the law where the procedure for enforcing penalties is that prescribed by Part XV. of the Criminal Code (chap. 146, R. S. C., 1906). Under the sections of the Criminal Code indicated, it is declared that any one Justice of the Peace may receive the information or complaint of an alleged breach of the law, grant a summons or warrant thereon, and issue his summons or warrant to compel the attendance of witnesses for either party, and do all other necessary acts and matters preliminary to the hearing and the complaint or information may be tried before any one Justice of the Peace for the territorial division where the complaint or information arises.

Application Under Certain Conditions to Industries Other than Public Utilities.

An important special provision is that which (section 63) allows for a reference under the Act of disputes occuring in industries other than those associated with public utilities and provides for such variations in the machinery as may be necessary to cover the case, viz., an agreement to allow such reference to be forwarded to the Registrar, who will communicate it to the other party to the dispute, and if the other party similarly agrees, the present Act applies as in the case of public utility industries, and from the time the parties to such a dispute have been notified by the Registrar that in consequence of their mutual agreement the dispute has been brought under the present Act, any lockout or strike that may exist in connection therewith shall forthwith cease.

Technical Irregularity not to invalidate proceedings.

Finally, so far as this review of the Act is concerned, it is provided that "no proceeding under this Act shall be deemed invalid by reason of any defect of form or any technical irregularity."

A Step in Advance.

It is not, of course, to be hoped that the present legislation will work from the start without a hitch, but it is believed to be a long step in advance upon all preceding measures that have touched the vexed and difficult problem of the relation of capital and labour in Canada. It varies in important respects from the Labour legislation that has been enacted in any other country where such matters have been seriously regarded, and it is believed such variations from beaten paths will be found helpful in the solution of the problem indicated, which is surely one of the most tremendous that the twentieth century will confront. In the successful working of the Act much depends upon the spirit in which it is accepted by employers and employees respectively; if this be, as there is every reason to hope, one of moderation and conciliation, the present measure may go far to obviate the friction that too often marks the relations to each other of these two all-important elements in the social system, and may thus help to promote the stability and development of Canadian industry, on which latter condition, more than on any other, depends ultimately the welfare of the country as a whole, no less than the betterment of the lot of the industrial classes in particular.

FALSE REPRESENTATIONS TO INDUCE EMIGRATION.—MISSION TO ENGLAND OF THE DEPUTY MINISTER OF LABOUR.—IMPERIAL LEGISLATION.

AMONG the papers and correspondence laid on the table of the House of Commons during the past month was a return made by the Honourable the Minister of Labour to an order of the House for correspondence relating to the mission to England of Mr. W. L. Mackenzie King, Deputy Minister of Labour, to secure legislation by the British Parliament to prevent fraudulent representations being made in that country to induce or deter emigration to Canada, together with a copy of the legislation enacted as a result of such mission. The papers presented in the return constitute in effect an account of the mission to England of the Deputy Minister of Labour, together with the circumstances leading up to it and the outcome.

Imperial Legislation.

The result of the mission is made abundantly clear by that portion of the return which sets forth the legislation enacted by the British Parliament making misrepresentations of the character indicated a penal offence. The legislation in question comprises section 24 of the Merchant Shipping Act, 1906, (6 Edw. 7, ch. 48) which measure was before the British Parliament at the time of Mr. King's visit, and received the royal assent on December 21, 1906. The section is as follows, viz.:—

> The following section shall be substituted for section three hundred and fifty-three of the principal Act:—
>
> "If any person, by any false representation, fraud, or false pretence, induces or attempts to induce any person to emigrate or to engage a steerage passage in any ship, he shall for each offence be liable on summary conviction to a fine not exceeding fifty pounds, or to imprisonment with or without hard labour for a period not exceeding three months."

The correspondence relating expressly to the mission of the Deputy Minister to England dates back to August 27 of last year, when Mr. P. M. Draper, Secretary-Treasurer of the Trades and Labour Congress of Canada addressed a letter to the Honourable Rodolphe Lemieux, M. P., Minister of Labour, discussing the subject of the misrepresentations complained of, and the desirability of imperial legislation, and suggesting that Mr. King should be sent by the Minister of Labour to interview the Imperial authorities and represent the views of Canada, as they had been already formally set forth in a resolution of the House of Commons, and in an approved minute of the Privy Council of Canada, forwarded by His Excellency the Governor-General to the Rt. Hon. the Earl of Elgin, the Secretary of State for the Colonies.

Summary of Earlier Correspondence.

The circumstances leading up to Mr. Draper's letter to the Minister of Labour are set forth in a series of letters and

documents collected in a pamphlet which was placed by Mr. King before Lord Elgin and included in the return laid before the House; they relate particularly to the enquiries made by Lord Elgin with regard to misrepresentations whereby a number of British printers were induced by a Mr. C. Brunning to emigrate from Great Britain to Winnipeg;* to the report of the Deputy Minister of Labour on the result of his investigations into this matter; to legislation enacted by the Dominion Parliament on the subject, and to the resolution of the Dominion House of Commons and the approved minute of the Privy Council of Canada urging legislation on the subject by the British Parliament. It will be sufficient, therefore, to indicate but briefly the features of this preliminary correspondence and procedure.

Lord Elgin's enquiry on the subject of the emigrating printers took the form of a despatch to His Excellency the Governor-General under date of February 21, 1906, and was accompanied by a copy of a petition that had been addressed to the King by some of the printers in question. Lord Elgin asked that the matter be made a subject of investigation, and remarked that if the statements made in the petition were correct, a serious injustice would appear to have been done. The matter was referred by the Governor-General to his Ministers, with the result that the Minister of Labour instructed his deputy, Mr. W. L. Mackenzie King, to proceed to Winnipeg and investigate the subject of the complaint, and under date of April 18th, the Governor-General wrote Lord Elgin, enclosing extracts from the Deputy Minister's report as to the result of his investigations, and enclosing further an approved minute of the Privy Council of Canada, requesting Imperial legislation on the subject of misrepresentations concerning emigration. The Governor-General commented on the enclosures as follows: "Your Lordship will observe that this report fully justifies the complaint of the printers, who, it finds, were induced to come to this country by false and fraudulent representations. Your Lordship will also note that in as much as the scope of the Dominion Act, Chapter 16 of 1905 is restricted to offences committed in Canada, Mr. Brunning appears not to have rendered himself liable to any penalty under that Act. It is suggested, however, that a remedy to meet future cases of a similar character might be provided by Imperial legislation analogous to the Dominion Act." Under date of May 16, Lord Elgin acknowledged the Governor-General's letter and promised that the suggestion of special legislation to meet the situation under discussion would receive every attention from His Majesty's government.

Again under date of May 17, His Excellency the Governor-General wrote Lord Elgin, enclosing a copy of the report of the debate in the House of Commons on the ninth of the same month concerning the question of the false representations made to induce emigration to Canada, drawing special attention to the speech of the then Minister of Labour (the Honourable A. B. Aylesworth) and the leader of the Opposition(Mr. R. L. Borden), who, His Excellency observed, "representing the two sides of the House, are united in the view that it is desirable in the interests of the people of the United Kingdom, no less than in those of the people of Canada, that legislation should be enacted in the United Kingdom in order that such cases can be dealt with. The scope of the Dominion Act, chapter 16, 1905, under which they could be prosecuted in Canada, is restricted to offences committed in this country." His Excellency added: "Until such legislation is provided, men like Mr. Brunning would appear to be exempt from any penalty for fraudulent representations."

The Canadian Act.

The "Act respecting false representations to induce or deter immigration," passed by the Dominion Parliament and assented to on July 20, 1905, is as follows:

"Every person who does, in Canada, anything for the purpose of causing or procuring the publication or circulation, by advertisement or otherwise, in a country outside of Canada, of false representations as to the opportunities for employment in Canada, or as to the state of the labour market in Canada, intended or adapted to encourage or induce, or to deter or prevent, the immigration into Canada of persons resident in that country, or

* See the *Labour Gazette*, April, 1906, p. 1122.

who does anything in Canada for the purpose of causing or procuring the communication to any resident of such country of any such false representations, shall, if any such false representations are thereafter so published, circulated or communicated, be guilty of an offence, and liable, on summary conviction before two justices of the peace, to a penalty of not more than one thousand dollars and not less than fifty dollars for each offence."

Letter from Trades and Labour Congress.

Mr. Draper's letter of August 27 to the Minister of Labour is the next document in order of date. Mr. Draper pointed out that the Dominion Parliament had, in 1905, enacted legislation intended to prevent false representations to induce immigration to Canada, with the hope of stopping practices concerning which complaint had been repeatedly made by the Trades and Labour Congress of Canada. He went on to state that this measure necessarily was ineffective beyond the bounds of Canada, and noted that during the session of 1905 a resolution was passed by the Dominion Parliament asking the Imperial Parliament to enact a similar law which would prevent false representations being made to intending emigrants to Canada by agents in the British Isles; and that the Dominion Government had further requested the Imperial Government to stop the misrepresentations in question. Mr. Draper wrote further that "the passage of an Imperial Act becomes absolutely necessary not only as a safeguard to innocent people, but as a protection to Canadian interests at home and abroad." It was possible, however, the writer urged, that in the multiplicity of affairs claiming the attention of the Imperial Parliament the request of the Canadian Government might not receive immediate attention, and he suggested to the Minister that "some one should be sent to England to press upon the authorities the urgency of the request that had been made, so that immediate action might be taken. If this," continued Mr. Draper, "can be done by you, no one is better fitted for the task than your Deputy Minister, Mr. W. L. Mackenzie King, C.M.G., who has an intimate knowledge of the whole case, and whose investigations into the case of the Winnipeg printers, apart from anything else, gave him an opportunity of learning at first hand the nature of the schemes used to dupe immigrants."

The Minister's Decision.

The Honourable the Minister of Labour acknowledged this letter on August 30, promising to give careful consideration to the suggestions made; and in the course of a second letter to Mr. Draper, dated September 1, wrote: "I think your suggestion a good one, and, as the government is most anxious to do everything in its power to put a stop to persons being brought to this country under false representations as to the conditions of labour, and to further the just demands of the workingmen of Canada in protecting them against a repetition of such fraudulent practices as were shown to have taken place in connection with the bringing of a large number of printers from England to this country to take the places of men on strike in Winnipeg, it has seemed to me that, by sending the Deputy Minister of Labour, Mr. King, to England to present the views of the Department of Labour to the British authorities, it would, as your letter states, have a very beneficial effect and assist in bringing about the enactment of such legislation by the Parliament of Great Britain as the Canadian Government has already requested. I have, therefore, directed Mr. King to proceed to England to interview the British authorities prior to the opening of the British Parliament, and am giving him letters which, I trust, may facilitate the success of his mission."

The letters referred to by the Honourable the Minister of Labour were addressed respectively to the Earl of Elgin as Colonial Secretary and to Lord Strathcona as High Commissioner for Canada, and were dated September 18. Mr. King, it may be added, sailed for England on the 21st of that month.

Hon. Mr. Lemieux's Letter to Lord Elgin.

The letter from the Honourable the Minister of Labour to the Secretary of State for the Colonies was as follows:—

DEPARTMENT OF LABOUR CANADA.

OTTAWA, September 18, 1906.

My Lord:—

I have the honour to introduce to you Mr. W. L. Mackenzie King, M. A., C. M. G., Deputy Minister of Labour of Canada, whom I have directed to proceed to England to represent to your Lordship, on behalf of the

Government of Canada, the urgent need for the enactment at the earliest possible date, of Imperial legislation to prevent false representations being made in Great Britain or Ireland as to the condition of the Labour market in Canada with a view to inducing or deterring emigration to this country.

Your Lordship has already received a copy of an approved minute of the Honourable, the Privy Council of Canada, and of a resolution of the House of Commons of Canada, setting forth the desirability of such legislation being enacted by the Imperial Parliament, and your Lordship has graciously promised that careful consideration will be given by His Majesty's Ministers in Great Britain to the suggestion therein contained.

I am well aware of the many and important subjects which His Majesty's Ministers are likely to have under consideration at this time. Nevertheless, I feel that once fully apprised of the serious nature of the wrongs which have already been occasioned to many individuals and families of the United Kingdom as well as of Canada, by false representations made in Great Britain concerning the condition of labour in this country, and the grave possible consequences which may ensue unless prompt measures are taken to effectively put a stop to such false representations being made in the future, His Majesty's Ministers will be disposed to meet the wishes of the Canadian people in this matter.

In sending Mr. Mackenzie King to England, I do so, therefore, with the hope that his mission may result in the enactment of the desired legislation at the approaching session of the British Parliament.

I have the honour to be, My Lord,

Your Lordship's obedient servant,

(Signed) RODOLPHE LEMIEUX,
Minister of Labour & Postmaster-General of Canada.

The Right Honourable,
The Earl of Elgin & Kincardine, G.C.S.I., G.C.I.E., P. C., LL. D.
Secretary of State for the Colonies,
London, England.

Hon. Mr. Lemieux's Letter to Lord Strathcona.

The letter to Lord Strathcona was as follows:—

DEPARTMENT OF LABOUR, CANADA.

OTTAWA, September 18, 1906.

My dear Lord Strathcona:—

Mr. W. L. Mackenzie King, M. A., C. M. G., Deputy Minister of Labour of Canada, is proceeding to England with a view of representing to the British Authorities on behalf of the Government of Canada, the desirability of legislation being enacted by the Imperial Parliament at the earliest possible date, to prevent false representations being made in the United Kingdom and Canada to induce or deter emigration to Canada. Mr. Mackenzie King is already known, personally, to your Lordship, so that it is not necessary for me to give him an introduction to you. Nevertheless, I would like to bespeak for him your Lordship's good offices, and to say that any assistance given by you to Mr. Mackenzie King in the discharge of his important and responsible mission will be much appreciated by myself and other members of the Canadian Ministry.

Mr. Mackenzie King will explain fully to your Lordship the nature of the legislation which it is hoped the British Parliament will enact in the interests of this country, the desirability of which legislation has already been suggested to His Majesty's Ministers in Great Britain by a resolution of the House of Commons, of Canada, and an approved minute of the Honourable. the Privy Council of Canada. It is only necessary, therefore, for me to add that my main purpose in sending Mr. King to again bring this matter to the attention of the British Authorities is that His Majesty's Ministers in Great Britain may be led to feel how important the matter is regarded by the Canadian Government, and also the necessity for immediate action. Our Government sincerely hope that His Majesty's Ministers will see their way to introducing legislation on this important subject at the approaching session of the British Parliament.

I have the honour to be, My Lord,

Your Lordship's obedient servant,

(Signed) RODOLPHE LEMIEUX,
Minister of Labour & Postmaster-General of Canada.

The Right Honourable,
Baron Strathcona & Mount Royal, G.C.M.G., F.R.S., LL. D.,
High Commissioner for Canada,
17 Victoria Street,
London, S. W., England.

Sir Wilfrid Laurier to Lord Elgin.

Mr. King also had with him the following letter from the Premier of Canada to the Colonial Secretary:—

OTTAWA, 21st September, 1906.

Dear Lord Elgin:—

The Honourable Mr. Lemieux, the Minister of Labour, informs me that he has written your Lordship in regard to the important mission on which he is sending his Deputy, Mr. Mackenzie King, to England. It is not necessary for me, therefore, to enlarge in any way upon what Mr. Lemieux has said. I would like however, to join with him in the hope that he has expressed that His Majesty's Ministers may find it possible to give immediate consideration to the important subject which the Government of Canada, in sending Mr. King to England, is desirous of again bringing to their attention.

Yours respectfully,

WILFRID LAURIER.

The Right Honourable,
The Earl of Elgin and Kincardine, K. G.,
Secretary of State for the Colonies,
Downing Street,
London, S. W., England.

Interview in Great Britain.

Mr. King arrived in London on Sept. 29th. After presenting the letter of the Honourable the Minister of Labour to Lord Strathcona, and calling at the Colonial Office, he sent the following communication to the Earl of Elgin, who was absent at the time in Scotland:—

OFFICE OF THE HIGH COMMISSIONER FOR CANADA.

17 Victoria St.,

LONDON, S. W., 2nd October, 1906.

My Lord:—

I have the honour to enclose a communication from The Honourable Rodolphe Lemieux, K. C., M. P., Minister of Labour and Postmaster-General of Canada, informing your Lordship that I have been sent to England

to represent, on behalf of the Government of Canada, the special need for the enactment by the Parliament of the United Kingdom of legislation to prevent false representations being made in Great Britain and Ireland as to the condition of the Labour market in Canada, with a view to inducing or deterring emigration to Canada.

The Minister of Labour in his letter has made mention of the attention which this matter has received, both from His Majesty's Ministers in Great Britain, and from the House of Commons and the Privy Council of Canada. I beg to enclose, in pamphlet form, a copy of the Resolution of the House of Commons and of the approved Minute of the Privy Council referred to by the Minister, and a copy of certain of the correspondence which has passed between the Governments of Canada and the United Kingdom in reference thereto.

Your Lordship will observe that the Minister lays special stress upon the urgency of the need of immediate legislation in the interests of His Majesty's subjects in the United Kingdom, as well as in Canada. I may add that the Minister's hope in sending me to Great Britain at this time, has been that I might be able having fully acquainted Your Lordship with the importance which the Government of Canada attaches to this matter, to return with a definite assurance that legislation to meet the evils complained of will be introduced at the approaching session of the Imperial Parliament.

Your Lordship, I understand, will not likely be in London before the 23rd of the present month. I presume, however, that your Lordship will be pleased to receive without delay the communication from the Minister of Labour of Canada which I am enclosing. I have, therefore, ventured to enlist the good offices of Lord Strathcona, the High Commissioner for Canada, who has kindly consented to forward this letter, with its enclosures, and to request for me the privilege of an interview at such time and place as may be most convenient to your Lordship.

I have the honour to be, My Lord,

Your Lordship's obedient servant

(Signed) W. L. MACKENZIE KING,
Deputy Minister of Labour of Canada.

Replying to Mr. King's communication, Lord Elgin arranged through the High Commissioner's Office for Mr. King to be brought into touch with the officials of the Colonial Office pending His Lordship's return to London from Scotland. A number of interviews were held between Mr. King and officials of the Colonial Office, and on October 23 Mr. King had a lengthy interview with Lord Elgin himself, the High Commissioner for Canada being also present. The views of the Canadian Government and its wishes in the matter were fully set forth, and on the 27th of the month Mr. King was officially informed that the President of the Board of Trade at the suggestion of the Secretary of State for the Colonies, had given notice that he would propose the insertion of an appropriate clause dealing with emigration frauds in the Merchant Shipping Bill at that time before the House of Commons. Subsequently, Mr. King was given the following letters from the Secretary of State for the Colonies to convey to the Minister of Labour and the Prime Minister:—

Letter of Secretary of State for the Colonies to the Minister of Labour.

COLONIAL OFFICE.

DOWNING STREET, November 1, 1906.

Dear Mr. Lemieux:—

I am glad to be able to inform you that the President of the Board of Trade has, at my request, willingly consented to propose the following new clause for insertion in the Merchant Shipping Bill now before the House of Commons:—

> "The following section shall be substituted for Section 353 of the principal Act:—
>
> "If any person, by any false representation, fraud, or false pretence, induces or attempts to induce any person to emigrate or to engage a steerage passage in any ship he shall for each offence be liable to a fine not exceeding £50, or to imprisonment with or without hard labour for a period not exceeding 3 months."

There is every hope that this clause will be accepted, and that the Bill will become law this session.

It has given me much pleasure to meet the views and wishes of the Government and Parliament of Canada, which Mr. Mackenzie King has so lucidly explained to me. I should have preferred that the importance of this legislation should have been marked by its embodiment in a distinct Act here as in Canada. There was, however, considerable difficulty in introducing any new Bill at this late period of the session, and it was thought better to take the occasion offered by the Merchant Shipping Bill than to postpone to another year legislation of pressing urgency.

I fully recognize how necessary it is, both in the interests of this country and of Canada, that persons should not be induced to emigrate by false representations and I trust that the law in both countries as strengthened, will have the desired effect.

Believe me,

Yours very truly,

ELGIN.

The Honourable Lemieux, K. C., M. P.

Letter of Secretary of State for the Colonies to the Prime Minister.

COLONIAL OFFICE.

DOWNING STREET, November 1, 1906.

Dear Sir Wilfrid Laurier:—

I have to thank you for writing me about Mr. Mackenzie King and his mission to this country. We have done all in our power to assist him, and I think he is satisfied, but I need not trouble you with explanations which he can better give.

I would only beg you to believe that in the present position of Parliamentary business, I am convinced that the introduction of a separate Bill must have meant delay till next year. I was very glad, therefore, to be able with the co-operation of my colleague, Mr. Lloyd

George, to find means of inserting a clause in a Bill already before the House, and I hope thus to secure your object.

I am,

Yours sincerely,

ELGIN.

The Right Honourable,
Sir Wilfrid Laurier, G.C.M.G.

Having received the above communications, Mr. King left London for Canada on November 3, arriving in Ottawa about a week later.

As already mentioned, the clause proposed by the Secretary of State for the Colonies, as included in the amendment of the Merchant Shipping Bill, subsequently passed both Houses of Parliament and was assented to on December 21.

DOMINION LEGISLATION AFFECTING LABOUR, 1907.

ON Friday, the 22nd of March, 1907, the Honourable the Chief Justice of Canada, acting as Deputy to His Excellency the Governor-General gave assent to some 47 bills passed by the Domionion Parliament. Among the acts assented to were a number of great importance from the standpoint of industry and labour, including an act "to aid in the prevention and settlement of strikes and lockouts in mines and industries connected with public utilities." As this measure is the most important legislation affecting labour that has been enacted in Canada in several years past, a special review and the full text of the Act is given elsewhere in the present issue. A brief review of other important acts assented to is given below.

Intercolonial and Prince-Edward Island Railways' Employees Provident Fund.

In accordance with a resolution moved in the House of Commons by the Honourable the Minister of Railways and Canals, on January 11, an act was passed establishing a fund to provide life allowances to retired employees of the Intercolonial and Prince Edward Island Railway.* In the preamble to the act, its object was defined as the promotion of the welfare of the employees affected and of the efficiency of the service, by providing means whereby, after rendering long and faithful service, members of the staff of the railways, whether officers or employees, might be retired, either on account of old age or physical or mental infirmity, or on account of personal disablement as a result of injuries received while on duty.

* The text of the resolution adopted by the House of Commons, and a résumé of the debate on the occasion of its introduction by the Hon. the Minister of Railways was published in the *Labour Gazette* for February, p. 901.

A Fund Established.

The fund out of which the allowances above mentioned are to be paid is to be created by means of a joint contribution by the employees and the Government, the latter being required to pay in annually, out of the gross earnings of the railway, an amount at least equal to the total monthly contributions of the employees, but not exceeding in any one year $100,000. The employees are required to contribute monthly, out of their wages, one and one half per cent., as long as they remain in the service, the first monthly contribution to be three per cent. in order to provide for the payment of allowances to persons who become immediately entitled thereto. Interest is to be allowed by the Government on the fund at the rate of three per centum per annum.

Board of Administration.

The act provides for the establishment of a Board of Administration consisting of five persons, one of whom must be the general manager, who is ex-officio chairman of the board. Two of the members are to be appointed from time to time from among the chief officers of the railway and the remaining two must be elected annually by the employees contributing to the fund. The board may issue regulations for certain specified purposes in connection with the administration of the act and must from time to time make written reports of its action.

A secretary, whose salary is to be paid out of the fund, is to be appointed by the Governor in Council. Regulations as to the first election of officers of the Board by the employees are to be issued by the general manager.

Administration of Funds.

The general administration of the fund is by the Minister of Railways through the board in accordance with the act and with the regulations of the board.

In connection with the arrangement of retiring allowances for employees the latter are, for the purposes of the act, divided into the five following classes:—

Class A. Those who have attained the age of seventy years after being fifteen years in the service;

Class B. Those who, after being fifteen years in the service, become physically or mentally incapacitated from following their usual occupation in the service;

Class C. Those who have attained the age of sixty years after being fifteen years in the service, and request to be retired from the service;

Class D. Those who are permanently disabled from following their usual occupation in the service as a result of injuries received while on duty and actually at work in the service;

Class E. Those who, previous to the coming into force of this Act, entered the service at such an advanced age as to cause them to reach the age of seventy years before being fifteen years in the service; provided that on attaining the age of seventy years they have been, at least, ten years in the service.

The allowance to be paid must be monthly and must consist of one and a half per cent. of the average monthly pay received by an employee for the eight years immediately preceding his retirement, for each year of his service, during the remainder of his life. Instructions as to the method to be followed in reckoning average pay and years of service are added. In no case may the monthly allowance be less than $20.00 or more than two-thirds of the average monthly pay. Employees coming into the service must work at least six months on probation before being entitled to participation in the benefits of the fund, and at the end of that period must pass a satisfactory medical examination and must obtain from the general manager a certificate in writing that he considers him competent to perform the duties required. On failure to pass such medical examination or to obtain such certificate the employee is not required to contribute to the fund and his previous contributions are to be returned. Allowances to disabled employees are to be granted only after the case has been passed upon by the physician appointed by the Board and the allowance approved. The cost of this medical examination is to be paid out of the fund.

Employees who voluntarily retire from the service or who are discharged on account of misconduct, neglect of duty, fraud, etc., and who are not reinstated, are not to be permitted to participate in any of the benefits of the fund. The fund, moreover, will not in future apply to any person entering the service after having attained the age of 35 years, if inexperienced in railway work, or of 45 years if experienced in railway work or professionally employed. The question of experience is to be for the determination of the Minister on the report of the Board. Employees subject to the provisions of the Civil Service Superannuation Act are also exempted. Employees discharged from the service for cause other than those mentioned above, after having been three or more years contributors to the fund may have the amount of their contributions refunded, but without interest and less the cost and expenses of the medical examination. If an employee dies in the service, the Board, with the approval of the Minister, may pay 90 per cent. of the total amount of the employee's contribution without interest, to the beneficiary named by the employee, or to his heirs. Persons in receipt of a monthly allowance under the act cease to be regular members of the I. C. R. Employees Relief and Assurance Association, though the insurance feature of the latter may be retained. It is made optional with an employee to designate at the time of his retirement whether he shall receive a monthly allowance under the act or the total disability allowance of the Association. Provision is made for the increase of contributions to or reductions of allowances from the fund in case of the insufficiency of the latter, so as to bring the expenses of management within the limit of the fund. Monthly allowances are not alienable or attachable and acceptance thereof

shall not debar any person from engaging in another business or occupation, though in the case of persons under 60 years of age the allowance may be modified or reduced as the Board thinks fit. Should an employee re-enter the service, his monthly allowance ceases. The Act is not to be deemed as giving an employee any right to be retained in the service, or any claim to an allowance or refund, and employees may be discharged by the Minister without liability at any time, when the interests of the service require. The act, however, does not relieve the Government from liability in the event of damage arising from the neglect, omission or default of any officer or employee of the Minister.

Protection of Wages of Labourers Engaged in Construction of National Transcontinental Railway.

Under the terms of a statute passed in 1896, workmen in the employ of a contractor or sub-contractor on work for the Government were provided with a summary remedy whereby, on application to the Government, they might obtain payment out of the contract moneys of any wages withheld by the contractor. The remedy was also made applicable to works subsidized by the Government and to works undertaken by chartered companies in certain circumstances.* In order that the same protection might be afforded to the labourers engaged in the construction of the National Transcontinental Railway, a special Act was recently passed providing that contractors and sub-contractors engaged in the Eastern Division of the Railway, or any part thereof, let under contract by the Commissioners, should be liable in the same manner for the payment of wages, the appeal being to the Commissioners, instead of, as in the original Act, to the Minister by whom the work was being executed.

Public Cold Storage Warehouses.

The construction and maintenance of public Cold Storage Warehouses, equipped with mechanical refrigeration, by the Government, was provided for, the location, plans, equipment, etc., of such establishments to be subject to the approval of the Governor-in-Council. Subsidies may also be granted toward the construction and equipment of cold storage warehouses, but the amount so granted must not exceed 30 per cent. of the money expended thereon and must be paid in instalments on terms arranged so as to insure proper construction and maintenance. A system of inspection is arranged for, and rates and tolls are to be subject to the approval of the Governor-in-Council. Regulations may be issued and penalties for the infraction thereof imposed. The Act of 1897, respecting cold storage on steamships from Canada to the United Kingdom and in certain cities in Canada was repealed.

Railway Legislation.

Acts were passed incorporating the following Railway Companies:—

The Saskatchewan Valley and Hudson's Bay Railway Company.
The Malone and Hopkins' Point Railway Company.
The Eastern Township's Railway Company.
The Edmonton, Dunvegan and British Columbia Railway Company.
The Quinze and Blanche River Railway Company.
The Alsek and Yukon Railway Company.

Branches of the Canadian Pacific Railway in Saskatchewan and Alberta, of the Great West Railway and of the Calgary and Edmonton Railway, were authorized.

The time for the completion of construction was extended for the following companies previously incorporated:—

La Compagnie du chemin de fer de Colonisation du Nord.
The Georgian Bay and Seaboard Railway Company.
The Orford Mountain Railway Company.
The Brockville, Westport and North-western Railway Company.
The Indian River Railway Company.
The Manitoba and North-western Railway Company of Canada.
The Dominion Central Railway Company.
The Athabaska Railway Company.
The London and St. Clair Railway Company.
The Central Counties Railway Company.
The Huron and Ontario Railway Company.
The St. Mary's and Western Ontario Railway Company.
The Athabaska Northern Railway Company.
The Great West Railway Company.
The Canada Central Railway Company.
The Otterburne branch of the Canadian Pacific Railway Company.

* See Revised Statutes of Canada, 1906, Chapter 98.

Acts were passed further defining relations between the Joliette and Brandon Railway Company and the Canadian Pacific Railway Company; between the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company and the Canadian Northern Railway Company; and between the British Columbia Electric Railway Company and the Canadian Pacific Railway Company and other parties.

An Act ratifying an agreement between the Government of Canada and the Government of British Columbia respecting the Western Boundary of the Railway Belt in that province, was passed.

The agreement with the Grand Trunk Railway Company entered into in 1899, for the purpose of securing the extension of the Intercolonial Railway System to Montreal, was confirmed by special statute.

Notes.

Two Acts respecting *patents* were passed.

The following *companies* were incorporated:—

The Residential Fire Insurance Company
The National Accident and Guarantee Company of Canada.
The Women's Art Association of Canada (with the object, among others, of encouraging the art handicrafts and home industries of Canada.)
The North-Western Trusts and Loan Company.
The Prudential Savings' Society.

An Act was passed "respecting the *surveys of the Public Lands* of the Dominion and the Surveyors entitled to make such surveys."

The *Petroleum Bounty Act* of 1904 was amended by an addition permitting the bounty to be paid to any person interested such as the Governor-in-Council by regulation, special or general, approves. Previously, bounties were payable to producers of petroleum only.

CANADIAN FORESTRY ASSOCIATION — EIGHTH ANNUAL CONVENTION.

THE eighth annual meeting of the Canadian Forestry Association was held at Ottawa, Ont., March 15-16. In the President's address reference was made to the origin and growth of the Association, the necessity for tree planting on the prairie, the establishment of forest reserves, the supplying of forest nursery stock, and the work of the Association from the aesthetic point of view. The Report of the Board of Directors referred to the conventions held at Vancouver, B. C., in September, 1906, and at Fredericton, N. B., in February, 1907; to the membership of the Association, which now totals 1,222, compared with 1,158 a year ago, and to legislation enacted during the year with reference to forestry by the Dominion parliament and several of the Provincial legislatures. Among topics discussed at the convention were: "Forest Preservation," "The Relations of the Lumbering Industry and Settlement," "The improvement of the Wood Lot," "The Relation of Forest Shelter to Crop Production," "Planting and Stock." Resolutions were pa sed approving of the reforestation of waste lands in agricultural districts under the encouragement of the government; urging the increasing of fire ranging staffs; recommending a special exploration of the districts north of the Saskatchewan; recommending that three per cent. of the area covered by Crown patents should be retained by the patentee in forest, and that this timber should belong to him for his own use, and not for barter or for sale, but to be so cut as not to impair the said area as a permanent wood lot; stating that too small an expenditure is made for the protection of the timber resources of the country in proportion to their value when compared with rates of the insurance paid on other public property; recommending that special means be taken for the preservation of the forests on watersheds so as to conserve throughout the year the equable and constant flow of the streams dependent thereon; that imported forest trees and forest tree seeds should be placed on the free list; that railway companies should be required to furnish the most modern and efficient equipment and control to prevent fires; that an efficient patrol along forested lines should be required; that rough areas retained under wood or replanted should be free of taxation; that lands which are unsuitable for settlement should be permanently reserved for the production of

timber. The following officers were elected:—Patron, His Excellency the Governor-General; honorary president, Sir Wilfred Laurier, Prime Minister of Canada; president, H. M. Price, Quebec; vice-president, W. B. Snowball; secretary-treasurer, R. H. Campbell; assistant-secretary, A. H. D. Ross.

INVESTIGATION RE CHILD LABOUR IN ONTARIO.

THE Special Committee of the Ontario Legislature appointed on February 13, for the purpose of conducting an inquiry into the administration of the Ontario Law with reference to child labour, held its opening session on March 8th.* The Honourable the Minister of Agriculture for Ontario, on whose motion the resolution appointing the committee was carried, was appointed chairman.

In opening the session, the chairman referred at some length to the importance of the subject, and the necessity for a thorough and careful investigation. Among those who gave evidence before the committee were the factory inspectors of the province, the superintendents of neglected children, the chief health officer of Ontario, and several educational and health authorities. The following is a brief summary of the evidence given.

The Taking of Evidence.

March 7.—Dr. Helon MacMurchy testified that the truancy laws were poorly enforced. In her opinion children under 16 years of age could not safely work sixty hours per week. Working for a longer period was more harmful to girls than boys.

Dr. Charles A. Hodgetts, Secretary of the Provincial Board of Health, stated that children between 14 and 16 years of age should not work more than from forty to fifty hours per week and not at all at night.

Miss Carlyle, provincial factory inspector, favoured the extension of the operation of the Shops Act so as to raise the age limit to fourteen years. Conditions in the canning factories, she stated, were generally unsanitary.

* The text of the resolution adopted by the Ontario Legislature, appointing this committee, was published in the *Labour Gazette* for March, 1907, p. 1008.

March 11.—Miss Carson, of Evangelia House, Toronto, testified as to the injurious effects of overwork and the prevalence of illiteracy among young girls.

Miss Warburton, of Elizabeth Street School, Toronto, said that night and street work had a bad effect upon boys.

Inspector David Archibald, Toronto, thought it was injurious for boys and girls to work in theatres, and that girls under the age of sixteen should not be employed in shops.

Mr. S. G. Smith, of Oakham House, Toronto, an institution for boys, considered the hours of messenger boys from 8 a.m. to 6 p.m. too long.

Mr. Charles Thompson, of the Toronto Carpet Manufacturing Co., favoured a law restricting child labour to the hours between 6:30 a.m. and 6:30 p.m.

Mr. J. J. Kelso, Provincial Superintendent of Neglected Children, testified as to the injurious nature of the work in glass factories.

Mr. A. W. Holmes, Provincial Factory Inspector, said that there was much evasion of the law in the matter of children's ages, children as young as five working in canning factories, and the hours sometimes lasting from 7 a.m. to 2 a.m.

March 15.—Mr. John W. Cowan, of the Cowan Manufacturing Co., favoured a change in the law making age certificates obligatory. Children in his factory, he stated, worked ten hours, but the work was light.

Mr. D. A. Gordon, of the Wallaceburg Glass Works, said that the children in that concern worked 8½ hours. He insisted upon them having age certificates. He was opposed to any change in the law to prevent boys under 16 working.

Mr. Smith, of the Winona Canning Factory, thought that children under 16 should be forbidden to work at night.

Mr. Marshall, President of the Aylmer Canning Co., which controls thirty fac-

tories, said he employed children of twelve in picking and hulling strawberries. Hours in the busy season for children under fourteen were fourteen for boys and twelve for girls.

Dr. Hodgetts testified as to the unsanitary conditions of canning factories in the Niagara district.

Mr. James T. Burke, Provincial Factory Inspector, favoured a uniform age for shops and factories. He considered running elevators by children dangerous.

Mr. R. W. Eaton, of the T. Eaton Co., said they employed 275 children under 16. He did not think that it would be any hardship if children under 16 were not allowed to work. They endeavoured to avoid employing children under 14, and made all applicants sign a certificate in which their age was stated.

Mr. W. B. Phillips, of the Robert Simpson Co., said he would not object to a restriction forbidding the employment of children under 16. This company requires all applicants for employment to sign age certificates.

Mr. Arthur C. Paull, of the Educational Department, produced a report of the Minister of Education, showing that truant officers' reports were only received from seventy-five cities, towns and villages out of a total of over 250. The appointment of truant officers, he stated, was optional with the municipalities, and none of the rural municipalities had made such appointments.

This closed the taking of evidence.

Report of the Committee.

The report of the Committee was presented to the Legislature on March 27th. It stated that a careful consideration of the evidence presented led to the conclusion that the law in regard to the employment of children in factories and shops had been well enforced, that employers were for the most part disposed to cooperate in lessening and preventing the employment of children of tender years, and that conditions had been greatly improved. Though there was nothing in Ontario to be compared to the conditions which had given rise to agitation on the subject in England and the United States, nevertheless certain abuses were found to have arisen, first, because the laws were not sufficiently comprehensive, and secondly, because the compulsory education law had lacked adequate enforcement. It was occasionally necessary for a child to find employment at an early age, when he was dependent on himself, or had others dependent on him, as in cases of accident, illness or other misfortune. Admitting that child labour was in many cases necessary, the committee held that it should be so regulated as to do as little harm as possible to those engaged in it, such work to be not only harmless, but tending to the development of the child's faculties. Among the occupations coming within the undesirable class, those in which the operator is compelled to stand or sit all day at his task, where heavy manual labour is required, when the operation involves the performing of a limited number of acts unceasingly throughout the day, where the stress and strain is severe, and where the child is brought into contact with influences inimical to moral well-being, were mentioned Another phase of the subject considered was that child labour tended to reduce the wages of adult labour. Legislation, it was held, should aim at placing such restriction on youthful labour that employers will give the preference to more mature help.

Legislation Recommended.

The existing laws were stated by the Committee to lack uniformity, the Shops Act, applying to places other than factories, permitting the employment of children as young as ten, while the Factories Act placed the age limit at fourteen. The Committee recommended that the Shops Act be brought into conformity with the Factories and Truancy Acts. An extension of the Act was said to be needed to include family work under sweat-shop conditions in dwelling houses Provisions were also recommended for the inspection of hotels, concert halls, amusement resorts, etc., where children were often employed. The Committee further recommended that the Acts respecting shops and factories be consolidated and revised, and that as the present staff of factory inspectors would be in-

adequate to carry out the provisions of a more extended act, the requirements of the case from this point of view should also be considered. The Truancy Act, providing that all children, save on special permit, should be at school until fourteen, was stated to be in most parts inoperative. The enforcement is left with the municipalities, and most rural municipalities ignore the law. It was strongly recommended that the law be made more effective, and that the municipalities should either be compelled to enforce it, or that the Government should assume the duty.

Age Certificates.

The Committee regarded age and schooling certificates as among the most difficult questions with which it had to deal. Parents, it was stated, frequently gave false certificates, and some employer did not scruple to employ those under age. It was recommended that all children betweeen fourteen and sixteen years of age should be compelled to present certificates of legal age on making application for employment, the employment of those not possessing such being forbidden. The certificates should be issued by the superintendent or principal of the school, or by such officer as may be appointed for that purpose by the school board, and should certify that the applicant is fourteen years of age, and able to read and write English. In this connection more stringent enforcement of the law with regard to the registration of vital statistics was urged. As medical testimony agreed that no female under sixteen should be compelled to remain continuously sitting or standing through the day, the health of the future women of the country, it was thought, would be better safe-guarded by raising the limit for shops and factories to sixteen years.

Hours of Labour.

The Committee recognized the desirability of a shorter work day for the young, but as their labour is closely associated with adult labour, it was pointed out that a sudden shortening of their hours would cause serious injury to industries. The Committeer ecommended, therefore, that employment be permitted for not more than eleven hours in one day, nor for more than sixty hours per week, and that no member of either sex under sixteen be employed between the hours of 6:30 p.m. and 6:30 a.m.., either in the factory or at piece work, at home or elsewhere, except that provision might be made for a reasonable amount of overtime at holiday seasons.

Other Recommendations.

Other recommendations of the Committee were as follows:

That legislation be enacted in regard to canning factories, forbidding the employment of children under 12, and restricting children under fourteen from working between 6:30 p.m. and 6:30 a.m. and restricting the working period from June 15 to October 1.

That children under sixteen be prohibited from operating elevators or driving delivery wagons.

That children under eighteen should not be permitted to work in breweries, distilleries, liquor bottling works or establishments of like character, the provision in the Liquor License Act that children should not be employed in the sale of liquor to be made to cover the delivery of liquor and the age limit put at sixteen.

That provision be made regarding newsboys and others of ten years and upwards working after school hours, forbidding their working later than 7 p.m., boys who perform such work as a calling to come under the general regulation as to age, fixing the limit at fourteen for day and sixteen for night work.

That the employment of children as acrobats, tumblers, etc., be forbidden, as also the attendance of children under fourteen at theatrical performances, unless accompanied by parents or guardians.

With regard to families in absolute need of the earnings of children below the legal age, the Committee was of the opinion that it would be better to provide for them from the public funds than that their children should be prevented from securing proper opportunity for development.

In case it should be decided to raise the age limit of children employed in shops to fourteen years, but to continue the practice of granting exemptions where families are dependent upon them, it was recommended that exemptions should be granted only by some responsible organisation or official, such as the Public School Inspector.

The Committee recommended that the Government should seek the co-operation of other provinces in securing more uniform enactments. As the revision of the law is impracticable during the 1907 session of the Legislature, the recommendations were submitted with a view to the enactment of a comprehensive measure dealing with the whole subject of factory and shop inspection at the next session of the Legislature.

TRADE DISPUTES DURING THE MONTH OF MARCH.

THE trade disputes beginning since March 1 were eight in number, but included only one in which the employees numbered over a hundred. Of the disputes commencing during the month and remaining unfinished at its close, there was none of great importance. The dispute concerning the largest body of employees was that of several hundred miners employed by the Dominion Coal Company at Bridgeport, C. B., where the men had not actually returned to work at the close of the month, but had expressed their willingness to do so, and it was understood operations would be resumed on the completion of certain repairs undertaken during the suspension of work. A strike among photo-engravers in Toronto, involving a small number of employees was unsettled at the close of March, but the firm concerned claimed that the output had not been in any way affected and that the places of the strikers had been filled. A strike was reported among the pattern makers in the foundries of Victoria, B. C., of which, however, no particulars have been forwarded to the Department. Of the seven new disputes of the month, four arose from demands for increased wages and three from the refusal of union men to work with non-unionists. A strike among painters at Sarnia, Ont., commencing in February, was declared off by the local union during March, without any formal settlements being reached.

Analysis of Trade Disputes during the Month.

Number and Magnitude--The total number of disputes reported to have been in existence in Canada during March was 14 as against 10 for February and 13 for January of the present year respectively, and 10 for the month of March of last year. Including the disputes which commenced prior to the beginning of March, there were in all 20 firms or corporations and 1395 employees involved in the disputes; and taking the new disputes alone, the firms affected numbered 13 and the employees 1,158.

The loss of time in working days.—The loss of time in working days to employees through trade disputes during March was approximately 10,756, compared with 18,876 in February, 1907, and 20,200, in March, 1906.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month and the number of workers affected in each group of trades:—

Trades	No. of Disputes	No. of Workers
Mining	1	900
Building Trades	1	22
Printing	1	9
Clothing	1	25
Leather	2	102
Unskilled labour	1	100
Total	8	1,158

Localities affected by new disputes.—The new disputes of the month occurred in the respective provinces as follows:—

Province	No. of Disputes
Nova Scotia	1
New Brunswick	1
Ontario	5
Total	7

Causes of disputes.—The causes of the new disputes were as follows:—

Cause	No. of Disputes
Against employment of non-unionists.	3
For higher wages	4
Total	7

Methods of settlement.—Of the 13 disputes in existence during March, five were formally terminated, including one that commenced in February; one, that of the coal miners, is understood to have been informally terminated as stated in the introductory remarks to this article, and another, that of the Toronto photo-engravers, is practically ended by the replacement of the strikers. The various settlements were affected by negotiations between the parties concerned.

Result of disputes.—Of the four formal settlements of new disputes effected during the month, the employers in two cases granted the increased wages demanded, the men in one case returned to work without securing the increase, and in a fourth case, where the men had refused to work with non-unionists, the strikers have returned to work. In the case of the miners' strike, which, as stated, had been informally settled, but in which the men were not able to return to work for a day or two pending the completion of repairs that had been started in the mine, the dispute was between unionist and non-unionists, the former endeavouring to compel the latter to join the union, and the management taking no apparent part in the dispute; the unionists gained their point in the course of a few days.

Disputes which Commenced Prior to the Beginning of the Month.

There were six disputes in existence at the beginning of March. Of these one was settled during the month, that of the painters at Sarnia, Ont., where the strike was called off by the local union without apparently gaining the point for which it had been brought about. The disputes among the boilermakers, shipwrights, ship carpenters, etc., at Victoria, B. C., and among the metal polishers and garment workers at Toronto remained in the same condition as at the close of February. In the case of the Victoria disputes, a further strike of pattern makers during the month is reported in the press but the Department is without definite information.

Strike of Sarnia Painters.

The strike of painters at Sarnia, Ont., commenced on February 18, because of the alleged breaking of an agreement which the employer, James Yard, had signed with Local Union No. 422 of Sarnia, of the Painters, Decorators and Paper hangers of America, was formally declared off on March 13 by the local union. The employer was alleged to have employed a man not a tradesman to do certain work pertaining under the agreement to a qualified mechanic. On his part, the employer considered himself justified in his course, because the man employed had been for two years in his employment on other work. Two of the men went back to work in Mr. Yard's shop and the remainder of the men on strike obtained employment in other shops. Thereupon the strike was declared off by the local union on March 13.

The Shipyards Strike at Victoria, B C.

The strike in the various departments of shipbuilding at Victoria, B.C., which commenced on November last, is still unsettled. The management of the Marine Iron Workers, one of the firms concerned, stated that it "cannot give the eight hour day until the demand is made all over in the same branches in the province and neighbouring cities in Puget Sound." The firm reported that it was gradually replacing the places of the strikers on the nine hour a day basis, but in the meantime turning away work. Some of the strikers were reported to be working elsewhere. A further dispute in Victoria, which affected the same class of labour to some extent, is reported to have occurred between the foundry pattern makers and their employers, but no definite information has reached the Department concerning the same.

The Toronto Garment Workers' Dispute.

The strike which commenced on November 15, last, among the employees of the Lowndes Clothing Company, was still unsettled at the end of March. The cause of the dispute was the alleged breaking of an agreement by the Company in refusing to discharge a non-union man who had been employed by them for three weeks and who would not join the union. The men reported that all the strikers were employed elsewhere, some of the best of them having gone to the United States. The number that originally went out is placed at 145, of which 45 were women. The first department to strike was that of the pressers, comprising 21 hands, and, according to the statement of the men, the firm thereupon posted "open shop" notices in all departments, whereupon its cutters and tailors went out in sympathy.

Disputes which Began During the Month.

Strike of Coal Miners in Cape Breton.

About 900 men employed in No. 1 colliery, Bridgeport, C. B., ceased work on March 19 as a result of the refusal of non-union men at the mines to become members of the P.W.A., the local body of which is Golden Rule Lodge. Seven hundred of the men going out were unionists, the remainder non-unionists. The manager and superintendent of the mine had been notified of the intention of the union men to take this course. The rooms of the P.W.A. were thrown open and many of the non-unionists joined the order.

The management took no part in the struggle, taking the ground that it was purely a matter for the employees themselves. Opportunity was taken while the men were out to do considerable work around the colliery. The men were ready to return to work in a week, but the management announced that the repair work would take a day or two longer.

Plumbers' Strike at Toronto.

A number of plumbers in the employ of Messrs. W. Mashinter & Co., Toronto, went on strike on March 7, alleging that the firm had failed to keep its agreement with the Plumbers' and Steamfitters' Union, and had employed non-union men on work to which the striking employees claimed they were entitled. The firm denied that it had in any way broken the agreement. Several other firms were indirectly affected, but the total number of plumbers and steamfitters apparently on strike was 22. Messrs. Mashinter reported that the men returned to work on March 25.

Photo-Engravers' Disputes at Toronto.

A strike occurred on the part of nine photo-engravers of Toronto on March 4, the employees of the Toronto Engraving Company alleging violation by the firm of the agreement with the Photo-Engravers' Union, Local No. 35. The agreement, it is stated, provided for the employment of union men only, so long as union men were available. Latterly, the men claim, the firm had imported a number of non-union men and had intimated to some of the old hands that they must leave the union or lose their employment. The firm claims to have lived strictly to the agreement, and that it did not employ non-union men while union men could be obtained. The firm further reports that the strike did not interfere with the output of their establishment, the places of the strikers having been filled immediately by 14 Englishmen. It is claimed by the men that the firm refused to arbitrate or confer on the point in dispute. No formal settlement had been re-ported at the end of the month.

Strike of Tailors at Ottawa.

About 25 tailors went out on strike on March 25 because the employers had refused a demand for an increase of wages amounting to fourteen per cent. The increase was asked at the conclusion of an agreement that had existed for a fixed period. The demand was made on six firms, two of which conceded it and four refused. The latter were willing to concede practically all asked for the male employees, but would not grant the increase to the women workers. Work was partially continued in the shops by non-union labour. The firms affected by

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE, SERIES C., No. 75.

TABLE OF TRADE DISPUTES DURING THE MONTH OF MARCH.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly	Indirectly	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Building Trades—											
Painters	Sarnia, Ont	Refusal of union men to work with non-unionists	1		9				Feb. 19	Mar. 13	Strike declared off by local unions; no formal settlement reached.
Metal Trades—											
Boilermakers	Victoria, B. C.	Demand for 8-hour day with current 9-hour scale	3		34		40		Nov. 19		No settlement reported at end of month.
Shipwrights	Victoria, B. C.	Against employment of certain persons	1		40				" 28		No settlement reported at end of month
Ship Labourers	Victoria, B. C.	Against discharge of certain persons	1		34				" 27		No settlement reported at end of month.
Metal Polishers	Toronto, Ont	Demand for increased wages.	3		40				" 24		No settlement reported at end of month.
Clothing Trades—											
Garment Workers	Toronto, Ont	Refusal of Company to maintain a closed shop	1		80				Nov. 24		No settlement reported at end of month
DISPUTES WHICH BEGAN DURING THE MONTH.											
Mining—											
Coal Miners	Bridgeport, C. B.	Refusal of union men to work with non-unionists	1		900				Mar. 19		The men were ready to return to work in a few days, but management was making repairs and was not ready to resume operations for some days. Most of the non-unionists had, in the meantime, joined the union.

Building Trades—													
Plumbers	Toronto, Ont.	Refusal of union men to work with non-unionists	1		22				Mar.	7	Mar.	25	
Printing Trades—													
Photo. Engravers	Toronto, Ont.	Refusal of union men to work with non-unionists	1		9				Mar.	4			No settlement reported at end of month, but firm claims to have filled places of all strikers.
Clothing Trades—													
Tailors	Ottawa, Ont.	Demand for increased wages.	4		25		6	29	Mar.	25	Apr.	2	Increase in wages granted.
Leather Trades—													
Tanners & Larrigan Makers	Fredericton, N. B.	Demand for increased wages	1		86				Mar.	11	Mar.	29	Increase in wages granted.
Leather Workers	Gananoque, Ont.	Demand for increased wages	1		16				"	4			No settlement reported at end of month.
Unskilled Labour—													
Labourers	Windsor, Ont	Demand for increased wages	1		100				Mar.	4	Mar.	6	Men returned to work without increase.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention, moreover, is not made of disputes involving less than six employees, or less duration than 24 hours.

the strikes were Rooney & Cooper, 8 or 9 men; Holbrook, 5 or 6 men; Seed, 2 men; J. A. Curry, 6 men. The firms granting the increases requested were Kennedy & Co. and D. Irving & Co., each employing 6 men. The four firms affected by the strike employ in all 23 women. The women did not go out on strike, and one of the number only belonged to the Union. The men were endeavouring also to compel the employers to have the women belong to the Union. The firms signing the agreement employed 13 women who are members of the Union. The original demand was for an increase of 15 per cent, but this was somewhat modified in negotiation. The demands of the strikers were eventually conceded, and the men returned to work on April 2.

Fredericton Leather Workers' Dispute.

On March 11, 86 employees of the John Palmer Company, tanners and larrigan makers, Fredericton, N.B., went on strike because of the refusal of the firm to grant an increase of wages in response to the demands of the piece workers. The men were receiving $1.80 per dozen for turned heel work, $1.50 per dozen for boys' larrigans and $1.80 per dozen for men's ordinary larrigans. They demanded $2.00per dozen for the above classes of work, with 40 cents additional per dozen for the turned work. The men had been getting $2 per dozen for larrigans with turned heels, and for this class of work they asked $2.40 per dozen. The union involved was the Protective Association recently organised. The strike terminated on March 29, when the company conceded an advance of 15½ per cent. on the three styles of shoes mostly made, and a guarantee of a further increase next fall.

Strike of Harness Makers at Gananoque, Ont.

A number of harness makers employed by W. R. Acton of Gananoque, Ont., went on strike on March 4. The employees state that the employer refused to sign a new pay list with increased wages; the employer states that the men endeavoured to make his establishment a union shop which he would not allow. Sixteen men in all went out. No settlement had been reported at the end of the month. The men were members of the United Brotherhood of Leather Workers on Horse Goods.

Strike in Windsor Tunnel, Ont.

About 100 labourers employed in the construction of the tunnel at Windsor went on strike on March 4. The men had been receiving $3.00 per day for mining with an average of 8 hours work per day, but the mining being finished for the present, the company wanted the men to work at other work for $2.50 per day of 10 hours. The men thereupon struck work. The strikers were chiefly Belgians and Poles, and most of them went back to work on the 6th at $2.50 per day of 10 hours.

Minor Disputes.

Among the minor disputes of the month was a strike on the part of the men employed by the Portland Rolling Mills as teamsters, who had asked an increase of pay, which had been refused. The men were out only one day when the Company conceded an increase of 10 cents per ton, making 45 cents a ton all round for hauling, whereupon the men resumed work. A strike of moulders in Montreal is reported in the press, but no definite information is to hand.

RECENT INDUSTRIAL AGREEMETNS.

On March 1, 1907, the following agreement was signed between the Brewery Proprietors of Guelph, Ontario, and Local Union No. 300 of the United Brewery Workers of America:

Brewery Workers and Proprietors at Guelph, Ont.

Section 1.—Only members in good standing in the above mentioned Union shall be employed in all departments.

Sec. 2.—In case the Union is unable to furnish a man satisfactory to the employer, in case of need, it shall be the privilege of the employer to engage any man he wishes, and such employee shall then be admitted to the Union.

Sec. 3.—Causes of discharge shall consist of neglect of duty, disobedience, drunkenness when on duty, and dishonesty. No one shall be considered discharged unless such discharge is issued by the manager, or such other person authorized by him.

Sec. 4.—Sickness or disability, resulting from accident in the performance of duty, shall be no sufficient cause for discharge. Upon recovery the man shall receive his former position, provided his sickness does not last longer than six months.

Sec. 5.—The following are the rates of wages to be paid:—Ale Departments—Brewer's Assistant, $45.00; Kettleman, $38.00; Fermenting room, $40.00; Racking Cellar and Washouse, $38.00; Engineer, $55.00; Fireman, $50.00 for twelve hours work, Lager Department—Fermenting and Cellarmen, $40.00; Washhouse, $40.00; Bottling Department—Bottle Washers and Carrier men that are regularly employed as such shall receive $33.00 a month. Men that are regularly employed as Labellers shall receive $35.00 a month. Men who are regularly employed as Bottlers shall receive $42.00 a month. Stablemen and Hostlers, $35.00; Drivers, $45.00; Coopers, $45.00; Carpenters, $2.25 per day. All other help not specified ,$1.25 per day.

Sec. 6.—Fifty-six (56) hours shall constitute a week's work; that is to say, ten hours for the first five days, and six on Saturday. All time worked in excess of said hours shall be paid at the regular rate. Brewer's Assistant, Drivers and Stablemen shall work such time as is necessary for the correct performance of their duty, that is the same hours as previous to signing of this Agreement.

Sec. 7.—During the dull season, the foreman may lay off the men in rotation, for not longer than one week at a time and in an impartial manner. It shall be understood, however, that no man of this Union shall be laid off as long as day-laborers are employed.

Sec. 8.—If a man is expelled from the Union for sufficient cause, he shall be discharged by the firm at once.

Sec. 9.—No workman shall be discriminated against or discharged for working in the interest of the Union.

Sec. 10.—Malsters working first two seasons shall receive $35.00 per month, for the first two seasons and $38.00 per month, all working over two seasons. Kiln men and the leading men on each floor shall receive $40.00 a month minimum wages. Seven days shall constitute a week's work. Only necessary work shall be done on Sundays and Holidays.

Sec. 11.—No present wages shall be reduced.

Sec. 12.—All grievances about violation of the above agreement shall be decided by an Arbitration Committee, consisting of two men to be chosen by the employer and two by the Union, and in case these four cannot agree, they shall select a fifth disinterested person, whose decision shall be final and binding on both parties to the agreement.

Sec. 13.—This agreement shall remain in force from the day of signature, until May 1st, 1908.

Endorsed by the International Board,
I. U. U. B. W. of A.,
Cincinnati, Ohio, February 14, 1907.

ADAM HUEBNER,
International Sec'y.

For the Proprietors:

The Sleeman Brewery and Malting Co., Limited.

W. W. HADLEY,
Manager.

For Local Union, No. 300.

ED. MANNING,
Secretary,

FRIDOLIN MAIER,
Representative J. E. Board U. Brewery Workers.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

Recent Immigration Returns.

IMMIGRATION through ocean ports during February, 1907, declared for Canada, was as follows:—

	Male	Female	Children under 12	Total
Immigrants	4,475	1,011	739	6,225
Ret'd Canadians	627	120	64	811
Tourists	75	14	—	89
Totals	5,177	1,145	803	7,125

A summary of immigration proper through ocean ports, declared for Canada, during July-February, 1906-07, is as follows:—

IMMIGRATION BY OCEAN PORTS DURING JULY-FEBRUARY, 1906-07.

	Male	Female	Children	Total
July	6,883	3,256	3,068	13,207
August	7,180	2,924	2,759	12,863
September	5,014	2,925	2,344	10,283
October	4,136	2,423	2,148	8,707
November	4,021	1,694	1,380	7,095
December	2,811	1,318	1,179	5,308
January	2,631	796	571	3,998
February	4,475	1,011	739	6,225
Totals	37,151	16,347	14,188	67,626
Corresponding months of fiscal year 1905-6				43,014
Increase for 1906-7				24,672
Percentage of increase				57%

The following is a statement of immigration from the United States from July, 1906, to February, 1907, inclusive, compared with the corresponding period of the fiscal year 1905-06:—

IMMIGRATION FROM THE UNITED STATES JULY-FEBRUARY, 1906-07.

Through Montreal	517
Through Winnipeg and outports	23,057
Customs entries, July to February	4,399
Total	27,969
Corresponding months of 1905-'06	22,156
Increase for 1906-07	5,813
Percentage of increase	26%

The following is a statement of the total immigration to Canada during July-February, 1906-07, as compared with the corresponding period of 1905-06:—

TOTAL IMMIGRATION TO CANADA DURING JULY-FEBRUARY, 1906-07.

1906–07.		
Via ocean ports	67,686	
From the United States	27,969	95,655
1905–06.		
Via ocean ports	43,014	
From the United States	22,156	65,170
Increase 1906-07		28,842
Percentage of increase		47%
" via ocean ports		57%
" from United States		26%

British Emigration Returns.

During the month ended, February 28, 1907, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING FEBRUARY, 1907-06.

Nationalities	1907	1906
English	5,458	3,684
Scotch	1,487	509
Irish	313	159
Total of British origin	7,258	4,352
Foreign	1,275	1,098
Total	8,533	5,448

Homestead Entries During February, 1907.

The following statement shows the number of homestead entries made in February, 1907, compared with February, 1906:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF FEBRUARY, 1907, AS COMPARED WITH FEBRUARY, 1906.

Agency	1907	1906	Increase	Decrease
Alameda	53	97	.....	44
Battleford	104	285	.....	181
Brandon	4	12	.....	8
Calgary	54	119	.....	65
Dauphin	26	28	.....	2
Edmonton	206	305	.....	99
Humboldt	109	.....	109	.....
Kamloops	2	2	.....	.....
Lethbridge	73	121	.....	48
Minnedosa	.....	19	.....	19
New Westminster	.....	4	.....	4
Prince Albert	42	66	.....	24
Regina	195	490	.....	295
Red Deer	69	206	.....	137
Winnipeg	37	31	6	.....
Yorkton	59	251	.....	192
Total	1033	2036	115	1118

It will be seen that there has been a net decrease in the number of homestead entries made in February, 1907, compared with February, 1906, of 1,003.

A statement of the homestead entries for the first two months of the present year, compared with the corresponding period of the last calendar year, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES DURING JANUARY AND FEBRUARY, 1907-06.

Month	1907	1906	Increase	Decrease
January	1111	1903	.....	792
February	1033	2036	.....	1003
Total	2144	3939	.....	1795

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta, and British Columbia, during the month of February, 1907, were as follows:—

STATEMENT SHOWING NATIONALITIES OF HOMESTEADERS DURING FEBRUARY.

Nationalities.	No. of Entries.
Canadians from Ontario	133
" Quebec	12
" Nova Scotia	11
" New Brunswick	2
" Prince Edward Island	6
" Manitoba	35
" Saskatchewan	21
" Alberta	35
" British Columbia	4
" Yukon	1
Persons who had previous entry	145
Newfoundlanders	.....
Canadians returned from the United States	16
Americans	248
English	141
Scotch	44
Irish	12
French	8
Belgians	.....
Swiss	2
Italians	.....
Roumanians	3
Syrians	2
Germans	18
Austro-Hungarians	80
Hollanders	1
Danes (other than Icelanders)	.....
Icelanders	1
Swedes	8
Norwegians	25
Russians (other than Mennonites and Doukhobors)	17
Mennonites	.....
Doukhobors	.....
Chinese	1
Japanese	.....
Persians	.....
Australians	1
New Zealanders	.....
Total	1,033

Representing 2,453 souls.

Of a total of 264 entries made in February by persons coming from the United States to Canada, there were 68 from North Dakota, 50 from Minnesota and 21 from Iowa.

Lands Patented During February, 1907.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon territory, issued from the Department of the Interior during the month of February, 1907, is as follows:—

LANDS PATENTED DURING FEBRUARY, 1907.

Nature of Grant	February, 1907	
	No. of Patents	No. of Acres
British Columbia Homesteads	7	1,080.00
British Columbia Sales	9	842.57
Homesteads	1,413	224,692.82
Mineral Rights (40 acres)	1	.....
North-West Half-breed Grants	57	11,678.54
Parish Sales	3	195.37
Quit Claim Special Grants	.....	.....
Railways:		
Canadian Northern Ry	35	16,060.02
Can. Pac. Ry. Grants	2	250.00
Can. Pac. Ry. Grants, Souris Branch	.....	.....
Man. South-western Col. Ry. Co	1	320.00
Qu'Appelle Long Lake & Sask. Rd. & Steamboat Co	.....	.....
Sales	42	4,210.72
School Lands Sales	23	3,721.86
Special Grants	4	200.00
Yukon Territory Sales (Quartz sales)	5	217.82
Totals	1,602	263,469.72

In February, 1906, the number of patents issued was 903, covering an area of 443,305.11 acres, showing an increase during February of 699 in the number of patents issued, but a decrease of 179,835.39 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canada North-West Land Company, Limited, during the months of January and February, 1907, compared with the sales in the corresponding months of 1906:—

LAND SALES OF CANADA NORTH-WEST LAND COMPANY.

	Acres	Price obtained
January and February, 1907	1,809.90	$ 20,742.32
" 1906	17,130.23	125,698.02
Decrease, 1907	15,320.33	$104,955.70

Farm land sales in January and February, 1907, were at comparatively low prices, a higher schedule of prices becoming operative about the middle of March, 1907.

Notes.

A number of immigrants were deported during March.

It is estimated that in the vicinity of 300,000 immigrants will enter Canada during 1907.

Special efforts will be made by Canadian immigration agents in Europe to induce emigration, during 1907, of a class of men suitable for railway construction labourers.

It was stated that about 510 immigrants had been placed with farmers during March by the immigration agent of the Ontario government at Toronto, Ont.

The outlook was that the progress of settlement in western Canada would be very rapid during 1907. A large number of towns are expected to be founded along the route of the Grand Trunk Pacific railway and on extensions of the Canadian Pacific and Canadian Northern railways, being for the most part situated in the territory lying between Winnipeg and Edmonton.

It was stated that the Women's Domestic Guild of Canada would bring out 1,000 trained domestic servants from Great Britain to Canada during 1907. The girls will be brought at the rate of about 30 per week during the spring and summer seasons, and will be placed with employers throughout Ontario and Quebec. At the headquarters of the Guild at Montreal, Que., there is accomodation for about 30 girls, and it is the intention to establish a cooking and training school in connection therewith, in order that girls may receive a short preliminary training before being sent out to service. References are carefully investigated in each case.

An arrangement was recently made by the Immigration Branch of the Department of the Interior, Canada, for obtaining a high class of immigrants in Continental countries. Under its terms a bonus will be paid to booking agents for immigrant farmers, farm labourers, gardeners, stablemen, carters, railway surfacemen, navvies, or miners, who have signified their intention of following farming or railway construction in Canada, and for female domestics. The bonus

will amount to ten shillings for adults of 18 years of age or over, and five shillings each for children. The bonus is to be paid to selected steamship booking agents in Norway, Sweden, Denmark, Holland, Germany, Austria, Russia, France, Belgium and Switzerland. The agents will be carefully selected by the Assistant Superintendent of Immigration in London, England.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING MARCH, 1907.

The following is a list of contracts awarded by the Department of Railways and Canals, Canada, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for supplies given by the Post Office Department is added.

Department of Railways and Canals.

REMOVAL and dredging out of pier No. 9 for the Intercolonial Railway at Halifax, N. S., date of contract, March 13, 1907; amount of contract, $8,340.00; name of contractors, Beazley Bros., of Halifax, N. S.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Boatmen	$35.00 per month and board.
Steam dredge engineer	75.00 " "
" fireman	45.00 " "
" craneman	75.00 " "
Divers	5.00 per day without board
Blasters	1.60 " "

Deepening and widening channelway of Upper Entrance of the Sault Ste. Marie Canal, Ont.; date of contract, March 11, 1907; amount of contract, schedule rates; name of contractor, C. S. Boone, Toronto, Ont.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Month and Board.
Dredge captain	$130.00
" runner	100.00
" craneman	90.00
" fireman	60.00
Scowman	50.00
Deckhands	50.00
Watchman	60.00
Cook	50.00
Tug captain	75.00
" engineer	60.00
" fireman	45.00

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
	$ cts.
Making metal dating stamps and type, and making other hand stamps and brass crown seals	738.42
Making and repairing rubber dating stamps and type, also other stamps	72.82
Supplying stamping material and repairing stamping pads	1,515.21
Repairing post office scales	1.00
Supplying mail bags	3,519.90
Repairing mail bags	1,285.21
Making and repairing mail locks, and supplying mail bag fittings	177.55
Supplying railway mail clerks tin travelling boxes and repairing railway mail clerks' tin travelling boxes, steel portable letter and parcel receptacles	119.50
Making and repairing miscellaneous articles of postal stores	26.60
Making up and supplying articles of official uniform	198.20

OPPORTUNITIES OF EMPLOYMENT.

In order that skilled workmen and labourers may be made aware of opportunities of employment and the demand for labour in different parts of the Dominion, the *Labour Gazette* publishes herewith a statement of such opportunities of employment as have been furnished to the Department of Labour by employers, contractors and others. While exercising care and discrimination in the statements which it publishes, it is to be understood that the parties who have supplied the information are alone responsible for the accuracy of it, and that beyond publishing the same for the mutual benefit of employers and employees, the Department assumes no responsibility in connection with the publication. The Department will be pleased to receive for publication from persons desirous of obtaining skilled or unskilled labour in connection with any industries or trades of the country, a statement of the nature and extent of their demand. Similarly, the Department will be pleased to receive and publish on behalf of persons out of employment, statements from labour unions or bodies of skilled or unskilled workmen of the nature and extent of the supply of labour available.

Parties desirous of profiting by the information contained in this article are requested to communicate direct with the persons concerned for further particulars, exact terms, etc., the purpose of the Department in publishing the information being solely that of making better known the demand and supply of labour.

Railway Construction.—The Canadian White Company, Limited, stated that it had closed arrangements for the labourers needed during the coming

season upon its Grand Trunk Pacific Railway contract in western Canada, and that it did not anticipate any serious inconvenience on other contracts on account of scarcity of labour, though there will unquestionably be a heavy demand for workmen of that class.

In a letter addressed to the Department on March 9th, Messrs. M. P. and J. T. Davis stated that, having received a contract for the construction of 150 miles of the Transcontinental Railway from Quebec bridge easterly, they would require, judging from their experience of last year on the contract for 50 miles westerly, from the Quebec bridge, at least 2,000 foreign labourers for the ensuing season's work.

Mining.—In a letter received from the Western Fuel Company of Nanaimo, B. C., under date of April 1, it was stated that the company could give employment to 100-150 underground workers, including miners, shift-men, brushers, drivers, pushers, etc. The wages of daymen were stated to run from $2.50 to $3.25 per shift, the miners earning from to $3.00 to $5.00 per day. At the present time an additional bonus of 10 per cent. on these wages and earnings is being allowed. It was further stated that the mines of the company were working steadily, with prospects for the continuance of these conditions throughout the season. Relations between employers and employees were reported very satisfactory.

Shipbuilding.—The Wallace Shipyards, Limited, of Vancouver, B. C., stated in a communication addressed to the Department on April 1, that skilled shipcarpenters were scarce in Vancouver, and that the company had been advertising in many of the Eastern papers for men. It was further stated that all the yards on the coast were very busy, and the good workmen were in demand. Inexperienced or indifferent workmen, however, are not wanted, as a surplus of that class is reported already on hand. Owing to the mild climate there is comparatively little broken time in British Columbia for ship-carpenters, as in wet weather work is carried on under a roof.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF MARCH, 1907.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in the loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 267 individual workpeople in Canada during the month of March, 1907, were reported to the Department of Labour. Of these 79 were fatal and 188 resulted in serious injuries. In addition, 2 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before March, 1907. The number of fatal accidents reported in March, 1907, was 3 less than during the previous month and 8 more than in March, 1906.

Of 213 returns received during the month giving the ages of the victims of industrial accidents, 15 referred to persons under twenty-one years of age, 38 to persons between twenty-one and forty-five and 8 over forty-five; 152 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and groups of trades:—

* In the March issue of the Labour Gazette, it was stated that three workmen had been killed and thirty injured during April by an explosion of dynamite near Windsor, N. S. The Department has been informed by the Wentworth Gypsum Company, Limited, of Windsor that no lives were lost and only three men were injured by an explosion.

STATEMENT OF ACCIDENTS DURING MARCH, 1907, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total.
Agriculture	21	20	41
Lumbering	10	11	21
Mining	6	10	16
Building trades	1	7	8
Metal trades	9	41	50
Woodworking trades	—	8	8
Printing trades	—	1	1
Clothing trades	—	5	5
Leather trades	—	1	1
Food and tobacco prepartion	2	3	5
Railway service	20	30	50
Navigation	1	6	7
General transport	2	19	21
Civic employees	—	9	9
Miscellaneous	3	9	12
Unskilled labour	4	8	12
Total	79	188	267

Nature of Fatalities and Accidents.

The chief disasters of the month were the killing of four men and the injuring of four others in a snow slide on Howe Sound, B. C.; the death of two farmers near North Battleford, Sask.; the killing of two express messengers and the injuring of two of the train crew in a collision at Smith's Falls, Ont., and the death of a fireman and of a brakeman, and the injuring of an engineer and a fireman in a head-on collision near Myrtle, Ont.

Snow Slide at Howe Sound, B. C.

On the morning of March 23, eight workmen were in the donkey engine house at the logging camp operated in connection with the Britannia Copper Syndicate's mines on Howe Sound, B. C., the foreman having decided that on account of a heavy snow fall they could not work outside that day. Without warning a snow slide overwhelmed the building, and four of them were found dead and the other four seriously injured when they were extricated.

Fatality near North Battleford, Sask.

Two farmers were returning home after purchasing provisions at North Battleford, Sask., on March 17, and while crossing the railway track were struck by a Canadian Northern Railway engine and both killed.

Railway Wreck at Mountain Near Smith's Falls, Ont.

On March 1, eastbound express No. 6, on the Canadian Pacific Railway while running at a high rate of speed crashed into the side of a freight train. In the wreck two express messengers lost their lives and a brakeman and an engineer were seriously injured.

Head-on Collision Near Myrtle, Ont.

On March 25 in a head-on collision between two freight trains, east of Myrtle station on the Canadian Pacific Railway, a fireman and brakeman were killed and an engineer and a fireman seriously injured.

Record by Trades and Industrias.

Agriculture.—In this industry 21 lives were lost through accident and 20 workmen were seriously injured during March, 1907, compared with 12 killed and 24 injured in the previous month and 10 killed and 20 injured in March, 1906. Five of the fatalities were due to being struck by trains, 4 to being frozen to death, 3 to falling trees, 3 to runaways, 3 to falling material, 1 to being smothered under a hay stack, 1 to drowning and 1 to being run over by a loaded vehicle. Of the 20 serious accidents, 4 were due to live stock, 4 to tools, 3 to being struck by cars, 2 to being run over, 1 to being frozen, 1 to a runaway, 2 to falls, 1 to an explosion of dynamite, 1 to being struck by a semaphore and 1 to falling material.

Lumbering.—Ten workers were killed and 20 injured in this industry during March, 1907, compared with 7 killed and 11 injured in the preceding month, and 13 killed and 8 injured in March of last year. Three of the deaths were caused by moving objects, 3 by falling trees and 3 by a snow slide. Seven of the minor accidents were caused by machinery, and 4 by falling trees or parts thereof.

Mining.—Six fatalities and 10 accidents occurred in this group during March, compared with 9 killed and 10 injured in February last and 9 killed and 14 injured in March, 1906. Two

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 41.

TABLE OF FATAL INDUSTRIAL ACCIDENTS DURING THE MONTH OF MARCH, 1907.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Agriculture—				
Farmer	Near Sydney, N. S.	Mar. 8	1	Lost in blizzard, frozen to death.
"	Chenneville, Que.	" 9	1	Tree fell on him.
"	Gladstone, Man.	" 9	1	In a runaway.
"	Ascot, Que.	" 11	1	Struck by train at crossing.
"	Maple Creek, Alta.	" 13	1	Frozen to death.
"	Burlington, Ont.	" 11	1	Smothered under haystack.
"	Cupar, Sask.	" 10	1	Struck by engine at crossing.
"	Bridgetown, N. S.	" 12	1	Load of wood fell on him.
"	Harlowe, Ont.	" 14	1	In a runaway.
"	North Battleford, Sask.	" 17	2	Struck by train at crossing.
"	Bic, Que.	" 19	1	Tree fell on him.
"	Saskatoon, Sask.	" 18	1	Lost in blizzard, frozen to death.
"	Cornwall Centre, Ont.	" 20	1	Crushed under moving building.
"	Acton, Ont.	" 20	1	Barn collapsed on him.
"	Sorel, Que.	" 20	1	Fell into a well and was drowned.
"	Hopetown, P. E. I.	" 21	1	Frozen to death.
"	Paisley Block, Ont.	" 23	1	Tree fell on him.
"	Coaticooke, Que.	" 26	1	In a runaway.
Farm labourer	St. Odilon, Que.	" 22	1	Run over by loaded vehicle.
"	Richmond, Que.	" 16	1	Struck by train at crossing.
Lumbering—				
Saw mill hand	Gracefield, Que.	" 11	1	Caught in belting.
"	Ottawa, Ont.	" 6	1	Struck by flying slab.
Lumber dealer	St. Romauld, Que.	" 3	1	Struck by shaft of a cariole.
Saw mill owner	Halleford, Ont.	" 17	1	Tree fell on him.
Logger	Craycroft Island, B. C.	" 18	1	Tree fell on him.
"	Lakeport, Ont.	" 25	1	"
"	Howe Sound, B. C.	" 24	3	In a snowslide.
"	Broughton Island, B. C.	" 17	1	Struck by flying stump in explosion.
Mining—				
Miner	Capleton, Que.	" 4	1	By fall of stone in mine.
"	Near Cobalt, Ont.	" 8	1	By explosion of dynamite.
"	Temiscaming, Ont.	" 9	1	Frozen to death.
"	Kaslo, B. C.	" 19	1	By explosion of dynamite.
"	Taber, Alta.	" 20	1	By fall from cage.
Mine superintendent	Rossland, Ont.	" 16	1	By fall of stone on dump.
Building trades—				
Carpenters	Ottawa, Ont.	" 18	1	Fell from window.
Metal, engineering and shipbuilding—				
Machinist	Welland, Ont.	" 13	1	Caught in belting.
"	Hamilton, Ont.	" 23	1	Struck by moving crane.
Labourer in stove factory	London, Ont.	" 22	1	Caught in shafting.
Steel plant employee	Hamilton, Ont.	" 28	1	Heavy roller fell on his head
Electrical worker	Peterborough, Ont.	" 11	1	Caught in belting.
"	Chatham, Ont.	" 20	1	Electrocuted.
Engineer	Walkerville, Ont.	" 13	1	Caught in shafting.
Elevator man	Hamilton, Ont.	" 26	1	Head caught between elevator and landing.
Foundryman	Sault Ste. Marie, Ont.	" 10	1	Caught in machinery.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 41.

TABLE OF FATAL INDUSTRIAL ACCIDENTS DURING THE MONTH OF MARCH, 1907. Concluded.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Food and tobacco preparation—				
Miller	St. George de Beauce, Que.	" 9	1	Caught in machinery.
Brewery employee	Hamilton, Ont.	" 2	1	Keg of beer fell on him.
Railway employees—				
Conductor	Lyleton, Man.	" 8	1	Head on collision.
"	Near Mather, Man.	" 6	1	Thrown from snow plough.
Brakeman	London, Ont.	" 4	1	Fell from train.
"	Toronto, Ont.	" 5	1	Caught between cars.
"	Bronte, Ont.	" 15	1	"
"	Hamilton, Ont.	" 16	1	Run over by train.
"	Capetown, Ont.	" 18	1	Struck by train.
"	Bow Island, Alta.	" 21	1	Caught between cars.
"	Fort Frances, Ont.	" 22	1	Run over by train.
"	Myrtle, Ont.	" 25	1	Head on collision.
"	St. Hyacinthe, Que.	" 25	1	Run over by train.
Fireman	Galt, Ont.	" 7	1	Struck by mail hook while leaning out of car.
"	Myrtle, Ont.	" 25	1	Head on collision.
"	Ile Verte, Que.	" 29	1	Struck by train.
Yardman	Shoal Lake, Man.	" 7	1	Run over by cars.
"	Mount Pleasant, B. C.	" 5	1	Struck by engine.
Section man	La Salette, Ont.	" 2	1	Struck by train.
"	Rossport, Ont.	" 13	1	"
Express messengers	Mountain, Ont.	" 1	2	In head on collision.
Navigation—				
Ship labourer	Halifax, N. S.	" 31	1	Caught in steam winch.
Transport—				
Teamster	St. Joseph de Beauce, Que.	" 21	1	Fell under load of wood.
Electric railway employee	Hamilton, Ont.	" 16	1	Struck by a car.
Miscellaneous—				
Turpentine factoryhand	Barry's Bay, Ont.	" 12	1	Struck by portion of bursting machine.
Caretaker	Quebec, Que.	" 5	1	Fell down steps.
Clerk	Hamilton, Ont.	" 27	1	Crushed between elevator and landing.
Unskilled labour—			3	1
Labourer	Lachine, Que.	" 3	1	By cave in of coal.
" (tunnel)	Windsor, Ont.	" 8	1	Arm of crane fell on him.
" (tunnel)	Windsor, Ont.	" 15	1	Barrel of tar fell on him.
"	London, Ont.	" 21	1	Caught in shaft ng.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN MARCH, 1907.

Miner	Extension Mine, B. C.	Feb. 13	1	Fall of coal and roof.
"	White Bear Mine, B. C.	" 15	1	By explosion of powder.

of the deaths were due to falling material, 2 to explosions, 1 to a fall and 1 to the victim being frozen to death. Five of the accidents were due to explosions, 2 to falling material and 1 each to tools, being struck by cars and being caught between cars.

Building trades.—There was 1 death through accident and 7 minor accidents during March. In the preceding month the record was 9 killed and 10 injured, and in February, 1906, 9 killed and 14 injured. A carpenter at Ottawa, Ont., fell from a window to the ground and was killed. Four of the accidents were caused by falls, and 1 each being caught between two deals, by being struck by a pulley and by an explosion.

Metal trades.—The record of these trades for March, 1907, was 9 killed and 41 injured, compared with 6 killed and 28 injured in the preceding month and 6 killed and 49 injured in March, 1906. Six of the fatalities were due to machinery and 1 each to falling material, electric shock and elevators. Of the accidents 17 were due to machinery, 6 to falling material, 4 to moving objects, 4 to explosions, 3 to electric shock, 2 to falls, 2 to molten metal, 1 to being caught between two pieces of iron, 1 to elevators and 1 to being overcome by gas.

Woodworking trades.—There were 8 minor accidents in this group, compared with 7 in the month before, and 2 killed and 16 injured in March of last year. Seven of the 8 accidents were caused by machinery and 1 by flying objects.

Printing trades.—There was only 1 accident in these crafts, a lithographer in Hamilton, Ont., being caught in an elevator. In the preceding month there were four workmen injured and 2 in March, 1906.

Clothing trades.—Five minor accidents was the record in these trades. In February, the record was 2 injured. In March, 1906, there were no fatalities nor accidents in the group.

Leather trades.—A tanner at Clifford, Ont., received probably fatal injuries by being caught in a cog wheel during March. None of these workers were either killed or injured in February; in March of last year 1 workman was injured.

Food and tobacco preparation.—In this group there were 2 killed and 3 injured during March, 1907. In the previous month there were 1 killed and 5 injured, and in March, a year ago, 2 killed and 8 injured. A miller at St. George de Beauce, Que., was caught in machinery and killed and a brewery employee at Hamilton, Ont., was crushed by a keg of beer. Two of the minor casualties were due to falling material and 1 to machinery.

Railway service.—Twenty employees were killed and 30 injured during March. In February there were 30 killed and 26 injured, and in March, 1906, 21 killed and 20 injured. Six deaths were caused by falls from trains, 5 by collisions, 4 by being run over, 3 by being caught between cars, 1 by being struck by an engine and 1 by being struck by a passing object. Six employees were injured by being run over by trains and by being caught between cars respectively, 8 by explosions, 5 by collisions, 2 by being struck by a passing object, 1 by being struck by an engine, 1 by a fall and 1 by a cave-in of earth.

Navigation.—One fatality and 6 accidents was the record in this class during March, compared with 2 killed and 3 injured in the previous month, and 2 killed and 2 injured a twelvemonth ago. A ship labourer at Halifax, N. S., was entangled in a steam winch and killed. Four of the accidents were due to falls, 1 to falling material and 1 to being caught in a pulley.

General transport.—There were 2 workmen killed and 19 injured in this group during March, compared with 3 killed and 8 injured in February last, and 2 killed and 24 injured in March, 1906. A teamster at St .Joseph de Beauce, Que., was crushed to death under a load of cordwood, and an electric railway employee at Hamilton, Ont., was killed by being struck by a car. Six of the accidents were caused by falling material, 3 by runaways, 3 by falls, 2 by being struck by trains, 2 by live stock, and 1 each by the derailment of a car, by being

caught between cars and by being run over by a car.

Civic employees.—Nine accidents happened to civic employees in March of the present year. There were 18 injured in the month before, and 5 in March, 1906. Four employees were injured by falling material, 2 by falls and one each by a runaway, by being caught between a door and a hose reel, and by being struck by a snow plough.

Miscellaneous.—Three deaths through accident, and 9 accidents occurred in March, 1907. In February, there were 3 killed and 11 injured, and in March of last year, 1 killed and 17 injured. A turpentine factory hand at Barry's Bay, Ont., was struck by portions of a bursting machine and killed. A caretaker of a public building at Quebec, Que., fell down some steps and was killed, and a clerk at Hamilton, Ont., was caught between an elevator and a landing and crushed to death. Five of the accidents were due to machinery, 2 to falls, 1 to falling material and 1 to an explosion.

Unskilled labour.—The record for March among this group of workmen was 4 killed and 8 injured, compared with 4 killed and 3 injured in the preceding month and 2 killed and 11 injured in March, 1907. Three of the deaths were caused by falling material and 1 by machinery. Six of the 8 accidents were caused by falling material, 1 by being struck by an engine and 1 by machinery.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during March, 1907:

DOMINION REPORTS.

Mineral Production in Canada.

Summary of the Mineral production of Canada for 1906. Mines Section, Geological Survey of Canada, Ottawa; King's Printer, 1907. Page 15.

THE total value of the minerals produced in Canada in 1906 was $80,000,048, as compared with $69,525,170 in 1905. With four exceptions, increases were shown in the value of all minerals produced in the year. The output of copper was valued at $10,994,095, an increase of $3,496,435. The value of Yukon gold was lessened by $2,727,200, although the value of all other gold mined increased $140,737, the total value being estimated $12,023,932. The production of pig iron from Canadian ore was valued at $1,724,400, an increase of $692,284. Increases were shown in coal to the amount of $242,769, in silver to the amount of $2,105,422, in nickel to the amount of $1,398,308, and in Portland cement to the amount of $1,251,067. The minerals showing the greatest relative growth in output during 1906 were as follows: Portland cement, pig iron from Canadian ore, silver and corundum.

ONTARIO REPORTS.

Industrial Statistics.

Seventh Annual Report of the Bureau of Labour of the Province of Ontario for the year ending December 31, 1906. Toronto; King's Printer, 1907. Page 198.

The report of the Bureau of Labour of Ontario for 1906 contains a series of replies received from clerks of municipalities with regard to industries established in the respective localities and openings for new industries; also the replies received from a number of labour organizations showing date of organization, number of members, wages received, number of working hours, names of officers and dates of meetings. Returns from manufacturers giving capital invested, number of days in operation, value of product, number of employees, amount of wages paid, etc., are given. There are also published in the report a list of the labour bureaus of the world and a number of short reviews of reports on labour questions, including convict labour, labour troubles and increases in wages in the United States, and the improvement of labour conditions in Germany. The report further included an article by C. E. Russell entitled "Soldiers of the Common Good", and a synopsis of the labour laws of the province. A review of trade disputes occuring in Canada during 1906, and

of legal decisions affecting labour in Ontario as published in the *Labour Gazette* was given.

Mineral Production in Ontario.

Report of the Bureau of Mines, 1906, Vol. XV., Part I., Page 218, Toronto, King's Printer, 1906.

The report of the Bureau of Mines shows that during 1905, the mineral production of Ontario, including the output of mines, brickyards, quarries, etc., amounted in value to $17,854,296, and that the number of employees and the amount of wages paid were respectively 11,151 and $5,082,653. In 1904 total productions amounted to $11,572,647, the number of men employed to 10,491, and the amount of wages to $3,838,583.

The greatest increase in total production as compared with 1904 are found among the following products: silver, from $111,887 to $1,372,877; nickel, from $1,516,747 to $3,354,934; copper, from $297,126 to $688,993; pig iron, from $1,811,664 to $3,907,527; steel, from $1,188,349 to $3,321,884; bricks, from $1,430,000 to $1,937,500, and Portland cement from $1,239,971 to $1,783,451.

The report treats at length with the mines and their resources, and contains several maps and illustrations.

Report of the Bureau of Mines, Part II., Toronto, King's Printer, 1906, Page 128.

The second part of the Report of the Bureau of Mines contains an account of the manufacture of clay and a history of the clay industry in the province, according to counties.

UNITED STATES REPORTS.

Industrial Statistics of Connecticut.

Twenty-second Annual Report of the Bureau of Labour Statistics for the year ended November 30, 1906. Meriden, Conn., State Printers, 1906. Page 396.

The annual report of the Bureau of Labour Statistics for 1906 contains information with regard to new factories erected, industrial openings, manufactures, free employment bureaus, tenement houses, strikes and lockouts. The report also includes a directory of labour organizations in the state and state laws relating to labour.

According to the report, there were 62 disputes, involving 6,604 employees and the loss of 160,344 working days. The average number of employees involved in these disputes was 106.5; the average time lost, 24.28 days; and the loss of wages, $39.09 for each employee engaged.

Industrial Statistics for Maryland.

Fifteenth Annual Report of the Bureau of Statistics and Information of Maryland, 1906, Baltimore, State Printers, 1907. Page 214.

The fifteenth annual report of the Bureau of Statistics and Information for the State of Maryland publishes, among other matter, statistics relating to the introduction of a new child labour law, inspection of clothing and other manufactures, cost of living, and the production and value of farm products. Under the heading of strikes and lockouts it is stated that there occurred during 1906 a total of 24 strikes, involving some 2,050 persons, directly and indirectly. This caused an estimated loss in wages of $103,762.

Industrial Statistics of New Jersey.

Twenty-ninth Annual Report of the Bureau of Statistics of Labour and Industries of New Jersey for the year ended October 31, 1906. Camden, State Printers, 1906. Page 576.

Among the subjects dealt with in the report of the Bureau of Statistics of Labour for 1906 are the following: Statistics of manufactures, steam railroads, transports, disease tendencies in the leather tanning industry, and apprenticeship rules of trade unions in the state. Under the part entitled Industrial Chronology the following are treated: Incorporation of Companies, manufacturing statistics, industrial accidents, wages and hours of labour, strikes and lockouts, and organizations of trade and labour unions during the year.

Industrial Statistics for Virginia.

Ninth Annual Report of the Bureau of Labour and Industrial Statistics for the State of Virginia, 1906. Richmond, State Printers, 1906. Page 316.

The ninth annual report of the Bureau of Labour and Statistics deals with manufacturing statistics, showing classes of employees, wages, value of products, etc. It also contains the text of the state labour laws.

OTHER REPORTS RECEIVED.

Canada.—Report of the Auditor-General for the year ended June 30, 1906, Vol. II., Parts M-U.

Report of Select Standing Committee on Agriculture and Colonization, 1906.

Annual Report of the Militia Council for Canada, 1906.

Nova Scotia.—Financial Returns of Expenditure and Revenue for 1906.

Annual Report of Penal Institutions of Nova Scotia, 1906.

Report of Deputy King's Printer, 1906.

Auditor's Report on Public Accounts, 1906.

Report of Commissioner of Crown Lands, 1906.

Provincial Secretary's Report for 1906.

Annual Report of Department of Public Health, 1906.

Report on Public Charities, 1906.

Report of Provincial Sanitorium of Incipient Pulmonary Tuberculosis, 1906.

Report on Nova Scotia Hospital, 1905-6

Annual Report of Superintendent of Victoria General Hospital, 1905-6.

Ontario.—Report of Minister of Education of Ontario for 1906, Part I.

Department of Agriculture, Bulletins 154, 155 and 156.

British Columbia.—Public Accounts for 1905-6.

Great Britain.—Annual Report of the Foreign Labour Department, Johannesburg, 1905-6.

United States.—Annual Bulletin (No. V.) of the Bureau of Statistics of Nebraska.

Belgium.—Conse l Supérieur du Travail, Huitième Session, 1906. Travail des Ouvriers dans les ports.

Italy.—Emigrazione e Colonie, Volume II.

Le Correnti periodiche di Migrazione Interna in Italia durante il 1905.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

ONTARIO CASES.

Illegal Trade Combination.

THE Court of Appeal for Ontario has recently dismissed an appeal taken by defendants, the Central Supply Association, from the judgment of the Hon. Mr. Justice Clute at the trial whereby the appellants and the Master Plumbers and Steamfitters Co-operative Association, Limited, were found guilty upon an indictment for conspiracy or unlawful trade combination under Section 520 of the Criminal Code, and were fined $5,000 each. *

The defendants, the Plumbers' Association, paid the fine imposed, but their co-defendants appealed.

(Rex v. Master Plumbers' Association et al.; 14th March, 1907; Court of Appeal.)

* An extended reference to the circumstances giving rise to the prosecution, together with a verbatim report of the judgment of Mr. Justice Clute, will be found at page 773 of the January, 1906, issue of the *Labour Gazette*.

Employment Contrary to Factories Act—Refusal of Damages to Party to Illegal Employment.

The Court of Appeal for Ontario recently disposed of an appeal from the judgment at the trial in favour of plaintiff in an action for damages for personal injuries sustained in the employment of one of defendants.

The action was brought by Herbert Jones, an infant, under 14 years of age, and his father, against the Morton Company, the boy's employers, and the Toronto General Trusts Corporation, the executors of the deceased owner of the premises where the accident happened, and was laid (1) at Common law; (2) under the Workmen's Compensation Act, and (3) under the Ontario Factories Act.

The negligence alleged against defendants was the defective condition of an elevator in the building, which was used by the employees, and which fell when the plaintiff was in it, dropping a distance of 35 feet, breaking his jaw-bone and crushing the bones of his nose and face.

The jury found that the cause of the injury was the dropping of the elevator, due to leakage in the cylinder; that there was negligence in not keeping the elevator in proper repair when informed that it was out of order; that the negligence was that of both defendants; that the infant was under 14 when injured; that he was employed by defendants, the Morton Company, in contravention of section 3 of the Ontario Factories Act; that he was injured in the course of such employment; that his employment was the cause of his being injured, and that the elevator was at the time of the accident being used as a freight elevator. They assessed the damages at $4,000 for the boy and $600 for his father. The trial judge, Anglin J., gave judgment in favour of the boy for $4,000 against both defendants, but refused to give judgment for the father on the ground that the employment of the infant plaintiff in contravention of the Factories Act was something for which, by that Act, he was penalized, as well as those who employed the child, and therefore he could not, from injuries arising out of that employment, become entitled to dammages.

The Court of Appeal held that there was no evidence or finding to support a recovery at Common Law or under the Workmen's Compensation Act, and allowed the appeal of the executors of the owner of the building and dismissed the action as against them, and reduced the damages allowed to infant plaintiff to the sum of $1,500, the limit allowed under the Factory Act, it being in this respect similar to the Workmen's Compensation Act, for which damages judgment was ordered to be entered against the Morton Company alone.

(Jones v. Morton Co.; 14th March, 1907; Court of Appeal.)

Breaches of Lord's Day Act.

Joseph Goldbold was fined $1 without costs for breaking the Sabbath by working in a laundry connected with the King Edward Hotel, Toronto.

(Rex v. Goldbold; 11th March, 1907; Kingsford, P.M.)

Louis Birk was fined $30 at the Hamilton Police Court for selling American papers on Sunday. The defendant endeavored to evade the law by claiming that he leased the papers and did not sell them, but the Magistrate held that there was a breach of the Act.

(Rex v. Birks; 9th March, 1907.)

Railway Engineer Recovers Damages.

At the Goderich Spring Assizes an action brought by plaintiff to recover damages for personal injuries sustained, as was alleged, owing to the negligence of defendants, a firm of railway contractors, was tried, resulting in the jury bringing in a verdict for plaintiff for $6,500.

Plaintiff sustained his injuries while engaged in construction work as an engineer by his engine being thrown into a cut owing to a defective track, whereby he lost his right arm and sustained other severe injuries.

(Williams v. Pigott & Co.; 21st March, 1907.)

Claim for Damages Dismissed.

Action was brought to recover damages by the widow of an engine driver, who was killed while in the employment of defendants, the Wabash R. R. Co., at Port Robinson, on April 3, 1906,

The action was tried at the Welland Assizes before a jury, which found both defendants guilty of negligence, because they "permitted laxity on the part of the employees;" that defendants, the Grand Trunk Railway Co., were guilty of negligence in not having the "switch at cross-over locked;" that deceased was guilty of negligence in "disregarding the rules of the Company," and that notwithstanding the negligence of defendants, the accident could have been prevented "by having a competent man to operate the switches and signals." They assessed the damages at $2,160.

Upon these answers the action was dismissed, the trial judge holding that the finding of negligence on the part of deceased was fatal to recovery by plaintiff.

* (Maycock v. Wabash R.R.Co. & G.T.R.Co.; 20th March, 1907; Mabee, J.)

QUEBEC CASES.

Judgment for Damages Confirmed.

The Court of Review has confirmed the judgment rendered by the Superior Court at Sherbrooke by Hutchinson J. on the 15th June, 1906, whereby plaintiff, in her own right, and as tutrix to her minor children, was awarded admages to the extent of $3,500.00 for the death of her husband who was killed while in the employment of the defendants.*

(Cameron v. Royal Paper Mills Co.; 11th March, 1907; Court of Review.)

Damages for Injuries Due to Want of Guard.

In the case noted at page 98 of the July number of the *Labour Gazette*, the Court of Appeal has confirmed the judgment at the trial, whereby plaintiff was awarded damages in the sum of $999.50 for the loss of three fingers due to the want of a guard to some cog wheels in a machine at which he was working.

(Wire & Cable Co. & McAllindon; 18th March, 1907; Court of Appeal.)

Action for Damages Dismissed.

An Action for $5,000.00 damages for bodily injuries caused by plaintiff being run over by a waggon belonging to one of the two cartage firms, defendants, whilst the driver of said waggon was drunk and unable to exercise reasonable care and attention over his team was recently dismissed. The defendants pleaded separately, their pleas being that the accident was the result of plaintiff's own imprudence. The Court found the proof unsatisfactory and not convincing enough to show which of the parties was to blame for the accident. The action was dismissed with costs.

(Prendergast v. Dominion Transport Co. et al.; 4th March, 1907; Lafontaine, J.)

Damages for Loss of Fingers.

Plaintiff's son, a lad of 17 years, whilst in the employment of defendants, had five fingers cut off in two separate accidents which occurred on the 27th June and the 30th July, 1906, respectively. In the first accident the largest finger of his right hand was cut off by a shaper, and in the second, four fingers of the left hand were amputated by a buzz planer. The action was brought to recover $5,000.00 damages on the ground that in the case of the first accident the machine was old and in bad order, and that in the case of the second accident, the planer was out of order, and the accident was largely due to the fact that another employee had imprudently and negligently withdrawn a board that was being run into the planer, causing the injured lad's hand to drop into the machine.

Defendants pleaded by way of defence that the accidents had been caused through the lad's own negligence and carelessness, particularly in not dropping the guards into position before using the machine. The boy admitted in the witness box that he had failed to take this precaution.

After deliberation the jury came to the conclusion that the second accident had been caused through the lad's own carelessness, and with regard to the first accident that it was due to the combined fault of the lad and the defendants. They estimated at $1,200.00 the damage sustained by reason of the accident, but reduced the amount to $600.00 on account of the contributory negligence.

(Poirier v. R. Macfarlane & Co., Limited; 7th March 1907; Archibald, J.)

Damages for Death Resulting from Bursting of Steam Valve.

Action was brought by plaintiff, on her own behalf and on behalf of her infant children, to recover damages for the death of her husband owing to injuries sustained while in the employ of defendants. The accident occurred on 1st June, 1906. While working about the plant, deceased, who was a steamfitter, was severely scalded by the sudden bursting of a large steam valve, and died six days afterwards. The action was based on negligence on the part of defendants, and the latter pleaded, by way of defence, that the accident, which

* A reference to the judgment at the trial will be found at page 213 of the August, 1906, number of the *Labour Gazette*.

resulted in Ogilvie's death, was due to a fortuitous event, over which they had no control, that such an accident was inherent in the occupation of a steamfitter, and that at the time he was injured deceased was interfering with work outside of his province.

The jury found that the accident was due to negligence on the part of the defendants in making use of a defective valve, and that there was no contributory negligence on the part of the deceased. They assessed the damages at $4,500.00, of which they allotted to the widow, $2,000.00, and to the five minor children, $2,500.00.

(Ogilvie v. Peck Rolling Mills, Limited; 6th March, 1907; Lafontaine, J.)

Recovery at Common Law or Under Workmen's Compensation Act.

In the case noted in the November number of *The Labour Gazette*,* an appeal was taken by defendants to the Court of Appeal from the verdict and judgment at the trial.

The action was brought by plaintiff, the widow and administratrix of Samuel Edward Muma, on behalf of herself and five infant children, to recover damages for the death of her late husband while in defendants' employ, owing to a collision between a gravel or extra work train, as it was called, and an extra pile driver train, on a portion of defendants' railway. The claim was laid as at Common Law under the Fatal Injuries Act, and also under the Workmen's Compensation for Injuries Act.

The defendants set up that the accident was due to the negligence of a fellow servant, and consequently there could be no recovery at Common Law, and that plaintiff was only entitled to recover under the Workmen's Compensation Act, by section 7 of which the amount recoverable was $2,102.03, that being equivalent to the estimated earnings during three years preceding the injury of a person in the same grade employed during that period in a like employment, and they paid that sum into Court in full satisfaction of the claim.

At the trial the case was left to the jury in both its phases with a direction to assess damages at Common Law and also under the Workmen's Compensation Act. The jury found that defendants were guilty of negligence in not having the train thoroughly equipped with air brakes and flagmen. They also found that the accident was due to the negligence of the engine driver, a fellow employee of the deceased. They assessed the damages at Common Law at $3,500, and under the Workmen's Compensation Act at $2,100. The trial judge, in view of the finding of defective equipment, entered judgment for the $3,500.

On appeal, the Court held that there was no evidence to support the finding of defective equipment, and that recovery could only be had under the Workmen's Compensation Act, and reduced the damages to the sum of $2,100, to be apportioned as fixed by the jury.

(Muma v. C.P.R.; 14th March, 1907; Court of Appeal.)

Death Due to "Mere Accident" and Disobedience of Orders.

Action by the widow of James Markle to recover damages for his death when in the employment of defendants, owing to the alleged negligence of defendants.

It was part of deceased's duty to push along a tramway, toward and upon a transfer way, a car loaded with brick. A perfectly safe method of doing this was to stand by the side of the car, start it, and then follow along behind. Instead of doing this, the deceased went in front of the car, and the car, jumping the track at the transfer way, caught and so injured him that he died.

In answer to the question: "Was the casualty a mere accident or was it due to negligence?" the jury found it "A mere accident." They further found that the deceased had been instructed by the foreman not to go in front of the car, and that it was not reasonably necessary for him to go in front of the car, though this was not the cause of the accident.

Upon these findings the action was dismissed with costs.

(Markle v. Simpson Brick Co.; 14th March, 1907; Riddell, J.)

* See p. 581.

APPENDIX I.

An Act to aid in the Prevention and Settlement of Strikes and Lockouts in Mines and Industries connected with Public Utilities.

[*Assented to 22nd March*, 1907.]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. This Act may be cited as *The Industrial Disputes Investigation Act*, 1907. Short title.

Preliminary.

Interpretation.

2. In this Act, unless the context otherwise requires—

(*a*) "Minister" means the Minister of Labour; "Minister."

(*b*) "Department" means the Department of Labour; "Department."

(*c*) "Employer" means any person, company or corporation employing ten or more persons and owning or operating any mining property, agency of transportation or communication, or public service utility, including, except as hereinafter provided, railways, whether operated by steam, electricity or other motive power, steamships, telegraph and telephone lines, gas, electric light, water and power works; "Employer."

(*d*) "Employee" means any person employed by an employer to do any skilled or unskilled manual or clerical work for hire or reward in any industry to which this Act applies; "Employee."

(*e*) "Dispute" or "industrial dispute" means any dispute or difference between an employer and one or more of his employees, as to matters or things affecting or relating to work done or to be done by him or them, or as to the privileges, rights and duties of employers or employees (not involving any such violation thereof as constitutes an indictable offence); and, without limiting the general nature of the above definition, includes all matters relating to— "Dispute." "Industrial dispute."

(1) the wages allowance or other remuneration of employees, or the price paid or to be paid in respect of employment;

(2) the hours of employment, sex, age, qualification or status of employees, and the mode, terms and conditions of employment;

(3) the employment of children or any person or persons or class of persons, or the dismissal of or refusal to employ any particular person or persons or class of persons;

(4) claims on the part of an employer or any employee as to whether and, if so, under what circumstances, preference of employment should or should not be given to one class over another of persons being or not being members of labour or other organizations, British subjects or aliens;

(5) materials supplied and alleged to be bad, unfit or unsuitable, or damage alleged to have been done to work;

(6) any established custom or usage, either generally or in the particular district affected;

(7) the interpretation of an agreement or a clause thereof.

"Lockout." (*f*) "Lockout" (without limiting the nature of its meaning) means a closing of a place of employment, or a suspension of work, or a refusal by an employer to continue to employ any number of his employees in consequence of a dispute, done with a view to compelling his employees, or to aid another employer in compelling his employees, to accept terms of employment;

"Strike." (*g*) "Strike" or "to go on strike" (without limiting the nature of its meaning) means the cessation of work by a body of employees acting in combination, or a concerted refusal or a refusal under a common understanding of any number of employees to continue to work for an employer, in consequence of a dispute, done as a means of compelling their employer, or to aid other employees in compelling their employer, to accept terms of employment.

"Board." (*h*) "Board" means a Board of Conciliation and Investigation established under the provisions of this Act;

"Application." (*i*) "Application" means an application for the appointment of a Board under the provisions of this Act;

"Registrar." (*j*) "Registrar" means the Registrar of Boards of Conciliation and Investigation under this Act;

"Prescribed." (*k*) "Prescribed" means prescribed by this Act, or by any rules or regulations made thereunder;

"Trade union." (*l*) "Trade union" or "union" means any organization of employees formed for the purpose of regulating relations between employers and employees.

Administration.

Minister of Labour to administer Act. **3.** The Minister of Labour shall have the general administration of this Act.

Registrar. **4.** The Governor in Council shall appoint a Registrar of Boards of Conciliation and Investigation, who shall have the powers and perform the duties prescribed.

2. The office of Registrar may be held either separately or in conjunction with any other office in the public service, and in the latter case the Registrar may, if the Governor in Council thinks fit, be appointed, not by name, but by reference to such other office, whereupon the person who for the time being holds such office, or performs its duties, shall by virtue thereof be the Registrar.

Boards of Conciliation and Investigation.

Constitution of Boards.

Reference of disputes to Boards of Conciliation and Investigation.

5. Wherever any dispute exists between an employer and any of his employees, and the parties thereto are unable to adjust it, either of the parties to the dispute may make application to the Minister for the appointment of a Board of Conciliation and Investigation, to which Board the dispute may be referred under the provisions of this Act: Provided, however, that, in the case of a dispute between a railway company and its employees, such dispute may be referred, for the purpose of conciliation and investigation, under the provisions concerning railway disputes in the Conciliation and Labour Act.

Minister to appoint Boards on application.

6. Whenever, under this Act, an application is made in due form for the appointment of a Board of Conciliation and Investigation, and such application does not relate to a dispute which is the subject of a reference under the provisions concerning railway disputes in the Conciliation and Labour Act, the Minister, whose decision for such purpose shall be final, shall, within fifteen days from the date at which the application is received, establish such Board under his hand and seal of office, if satisfied that the provisions of this Act apply.

Members of Board.

7. Every Board shall consist of three members who shall be appointed by the Minister.

2. Of the three members of the Board one shall be appointed on the recommendation of the employer and one on the recommendation of the employees (the parties to the dispute), and the third on the recommendation of the members so chosen.

Procedure for appointment of members of Board.

8. For the purposes of appointment of the members of the Board, the following provisions shall apply:—

1. Each party to the dispute may, at the time of making application or within five days after being requested so to do by the Minister, recommend the name of one person who is willing and ready to act as a member of the Board, and the Minister shall appoint such person a member of the Board.

2. If either of the parties fails or neglects to duly make any recommendation within the said period, or such extension thereof as the Minister, on cause shown, grants, the Minister shall, as soon

thereafter as possible, appoint a fit person to be a member of the Board; and such member shall be deemed to be appointed on the recommendation of the said party.

3. The members chosen on the recommendation of the parties may, within five days after their appointment, recommend the name of one person who is willing and ready to act as a third member of the Board, and the Minister shall appoint such person a member of the Board.

4. If the members chosen on the recommendation of the parties fail or neglect to duly make any recommendation within the said period, or such extension thereof as the Minister, on cause shown, grants, the Minister shall, as soon thereafter as possible, appoint a fit person to be a third member of the Board, and such member shall be deemed to be appointed on the recommendation of the two other members of the Board.

5. The third member shall be the Chairman of the Board.

Notification to be given parties of members of Board.

9. As soon as possible after the full Board has been appointed by the Minister, the Registrar shall notify the parties of the names of the members of the Board and the Chairman thereof, and such notification shall be final and conclusive for all purposes.

Term of office.

10. Every member of a Board shall hold office from the time of his appointment until the report of the Board is signed and transmitted to the Minister.

Members not to have pecuniary interest.

11. No person shall act as a member of a Board who has any direct pecuniary interest in the issue of a dispute referred to such Board.

How vacancy to be filled.

12. Every vacancy in the membership of a Board shall be supplied in the same manner as in the case of the original appointment of every person appointed.

Oath of office and secrecy.

13. Before entering upon the exercise of the functions of their office the members of a Board, including the Chairman, shall make oath or affirmation before a justice of the peace that they will faithfully and impartially perform the duties of their office, and also that, except in the discharge of their duties, they will not disclose to any person any of the evidence or other matter brought before the Board.

Clerical and other assistance.

14. The Department may provide the Board with a secretary, stenographer, or such other clerical assistance as to the Minister appears necessary for the efficient carrying out of the provisions of this Act.

Procedure for Reference of Disputes to Boards.

Manner in which application to be made.

15. For the purpose of determining the manner in which, and the persons by whom, an application for the appointment of a Board is to be made, the following provisions shall apply:—

1. The application shall be made in writing in the prescribed form, and shall be in substance a request to the Minister to appoint a Board to which the existing dispute may be referred under the provisions of this Act.

2. The application shall be accompanied by—

(*a*) A statement setting forth—

(1) the parties to the dispute;

(2) the nature and cause of the dispute, including any claims or demands made by either party upon the other, to which exception is taken;

(3) an approximate estimate of the number of persons affected or likely to be affected by the dispute;

(4) the efforts made by the parties themselves to adjust the dispute;

and—

(*b*) A statutory declaration setting forth that, failing an adjustment of the dispute or a reference thereof by the Minister to a Board of Conciliation and Investigation under the Act, to the best of the knowledge and belief of the declarant, a lockout or strike, as the case may be, will be declared, and that the necessary authority to declare such lockout or strike has been obtained.

3. The application may mention the name of a person who is willing and ready and desires to act as a member of the Board representing the party or parties making the application.

16. The application and the declaration accompanying it— Signatures to application.

(1) if made by an employer, an incorporated company or corporation, shall be signed by some one of its duly authorized managers or other principal executive officers;

(2) if made by an employer other than an incorporated company or corporation, shall be signed by the employer himself in case he is an individual, or a majority of the partners or members in case of a partnership firm or association;

(3) if made by employees members of a trade union, shall be signed by two of its officers duly authorized by a majority vote of the members of the union, or by a vote taken by ballot of the members of the union present at a meeting called on not less than three days' notice for the purpose of discussing the question;

(4) if made by employees some or all of whom are not members of a trade union, shall be signed by two of their number duly authorized by a majority vote taken by ballot of the employees present at a meeting called on not less than three days' notice for the purpose of discussing the question.

Application to be transmitted by registered letter.

17. Every application for the appointment of a Board shall be transmitted by post by registered letter addressed to the Registrar of Boards of Conciliation and Investigation, Department of Labour, Ottawa, and the date of the receipt of such registered letter at the Department shall be regarded as the date of the receipt of such application.

Party making application to transmit copy to other party to dispute.

18. In every case where an application is made for the appointment of a Board the party making application shall, at the time of transmitting it to the Registrar, also transmit by registered letter to the other party to the dispute, or by personal delivery, a copy of the application and of the accompanying statement and declaration.

Statement in reply to be made and sent to Registrar and to party making application.

19. Upon receipt by either party to a dispute of a copy of the application for the appointment of a Board such party shall, without delay, prepare a statement in reply to the application and transmit it by registered letter, or by personal delivery, to the Registrar and to the party making the application.

To whom communications transmitting copies of applications and replies between parties are to be sent.

20. Copies of applications or statements in reply thereto, to be transmitted to the other party under any of the preceding sections where the other party is—

(1) an employer, an incorporated company or corporation, shall be sent to the manager or other principal executive officer of the company or corporation;

(2) an employer other than an incorporated company or corporation, shall be sent to the employer himself or to the employer in the name of the business or firm as commonly known;

(3) composed of employees, members of a trade union, shall be sent to the president and secretary of such union;

(4) composed of employees some or all of whom are not members of a trade union,—

(*a*) Where some of the employees are members of a trade union, shall be sent to the president and secretary of the union as representing the employees belonging to the union; also

(*b*) Where some of the employees are not members of a trade union and there are no persons authorized to represent such employees, shall be sent to ten of their number;

(*c*) Where, under paragraph (4) of section 16, two persons have been authorized to make an application, shall be sent to such two persons.

Functions, Powers and Procedure of Boards.

Jurisdiction. At least ten employees to be affected by dispute.

21. Any dispute may be referred to a Board by application in that behalf made in due form by any party thereto; provided that no dispute shall be the subject of reference to a Board under this Act

in any case in which the employees affected by the dispute are fewer than ten.

Method of referring disputes to Board.

22. Upon the appointment of the Board the Registrar shall forward to the Chairman a copy of the application for the appointment of such Board, and of its accompanying statement and declaration, and of the statement in reply, and the Board shall forthwith proceed to deal with the matters referred to in these documents.

Duties of Board.

23. In every case where a dispute is duly referred to a Board, it shall be the duty of the Board to endeavour to bring about a settlement of the dispute, and to this end the Board shall, in such manner as it thinks fit, expeditiously and carefully inquire into the dispute and all matters affecting the merits thereof and the right settlement thereof. In the course of such inquiry the Board may make all such suggestions and do all such things as it deems right and proper for inducing the parties to come to a fair and amicable settlement of the dispute, and may adjourn the proceedings for any period the Board thinks reasonable to allow the parties to agree upon terms of settlement.

Where settlement effected, memorandum of same with report to be forwarded to Minister.

24. If a settlement of the dispute is arrived at by the parties during the course of its reference to the Board, a memorandum of the settlement shall be drawn up by the Board and signed by the parties, and shall, if the parties so agree, be binding as if made a recommendation by the Board under section 62 of this Act, and a copy thereof with a report upon the proceedings shall be forwarded to the Minister.

Where settlement not effected Board to make report with recommendations.

25. If a settlement of the dispute is not arrived at during the course of its reference to the Board, the Board shall make a full report thereon to the Minister, which report shall set forth the various proceedings and steps taken by the Board for the purpose of fully and carefully ascertaining all the facts and circumstances, and shall also set forth such facts and circumstances, and its findings therefrom, including the cause of the dispute and the Board's recommendation of the settlement for the dispute according to the merits and substantial justice of the case.

Form in which recommendation shall be made.

26. The Board's recommendation shall deal with each item of the dispute, and shall state in plain terms, and avoiding as far as possible all technicalities, what in the Board's opinion ought or ought not to be done by the respective parties concerned. Wherever it appears to the Board expedient so to do, its recommendation shall also state the period during which the proposed settlement should continue in force, and the date from which it should commence.

Report and recommendation to be made to the Minister in writing.

27. The Board's report and recommendation shall be made to the Minister in writing, and shall be signed by such of the members as concur therein, and shall be transmitted by the Chairman by registered letter to the Registrar as soon as practicable after the reference of the dispute to the Board; and in the same manner a minority report may be made by any dissenting member of the Board.

Filing and distribution of report.

28. Upon receipt of the Board's report the Minister shall forthwith cause the report to be filed in the office of the Registrar and a copy thereof to be sent free of charge to the parties to the dispute, and to the representative of any newspaper published in Canada who applies therefor, and the Minister may distribute copies of the report, and of any minority report, in such manner as to him seems most desirable as a means of securing a compliance with the Board's recommendation. The Registrar shall, upon application, supply certified copies for a prescribed fee, to persons other than those mentioned in this section.

Publication of report.

29. For the information of Parliament and the public, the report and recommendation of the Board, and any minority report, shall, without delay, be published in the *Labour Gazette*, and be included in the annual report of the Department of Labour to the Governor General.

Powers of Board to summon witnesses, compel testimony and produce testimony and production of documents.

30. For the purpose of its inquiry the Board shall have all the powers of summoning before it, and enforcing the attendance of witnesses, of administering oaths, and of requiring witnesses to give evidence on oath or on solemn affirmation (if they are persons entitled to affirm in civil matters) and to produce such books, papers or other documents or things as the Board deems requisite to the full investigation of the matters into which it is inquiring, as is vested in any court of record in civil cases.

2. Any member of the Board may administer an oath, and the Board may accept, admit and call for such evidence as in equity and good conscience it thinks fit, whether strictly legal evidence or not.

Form of summons.

31. The summons shall be in the prescribed form, and may require any person to produce before the Board any books, papers or other documents or things in his possession or under his control in any way relating to the proceedings.

Documents not to be made public.

32. All books, papers and other documents or things produced before the Board, whether voluntarily or in pursuance to summons, may be inspected by the Board, and also by such parties as the Board allows; but the information obtained therefrom shall not, except in

so far as the Board deems it expedient, be made public, and such parts of the books, papers or other documents as in the opinion of the Board do not relate to the matter at issue may be sealed up.

Parties may be compelled to be witnesses.

33. Any party to the proceedings shall be competent and may be compelled to give evidence as a witness.

Allowance to witnesses.

34. Every person who is summoned and duly attends as a witness shall be entitled to an allowance for expenses according to the scale for the time being in force with respect to witnesses in civil suits in the superior courts in the province where the inquiry is being conducted.

Witnesses in railway disputes to be entitled to free transportation.

35. Where a reference has been made to the Board of a dispute between a railway company and its employees, any witness summoned by the Board in connection with the dispute shall be entitled to free transportation over any railway en route when proceeding to the place of meeting of the Board and thereafter returning to his home, and the Board shall furnish to such witness a proper certificate evidencing his right to such free transportation.

Penalty for failing to obey summons.

36. If any person who has been duly served with such summons and to whom at the same time payment or tender has been made of his reasonable travelling expenses according to the aforesaid scale, fails to duly attend or to duly produce any book, paper or other document or thing as required by his summons, he shall be guilty of an offence and liable to a penalty not exceeding one hundred dollars, unless he shows that there was good and sufficient cause for such failure.

Contempt of the Board.

37. If, in any proceedings before the Board, any person wilfully insults any member of the Board or wilfully interrupts the proceedings, or without good cause refuses to give evidence, or is guilty in any other manner of any wilful contempt in the face of the Board, any officer of the Board or any constable may take the person offending into custody and remove him from the precincts of the Board, to be detained in custody until the rising of the Board, and the person so offending shall be liable to a penalty not exceeding one hundred dollars.

View by direction of Board.

38. The Board, or any member thereof, and, on being authorized in writing by the Board, any other person, may, without any other warrant than this Act, at any time, enter any building, mine, mine workings, ship, vessel, factory, workshop, place or premises of any kind, wherein, or in respect of which, any industry is carried on or any work is being or has been done or commenced, or any matter or

Power to interrogate, examination of factories, &c. Inspection of work.

thing is taking place or has taken place, which has been made the subject of a reference to the Board, and inspect and view any work, material, machinery, appliance or article therein, and interrogate any persons in or upon any such building, mine, mine workings, ship, vessel, factory, workshop, place or premises as aforesaid, in respect of or in relation to any matter or thing hereinbefore mentioned, and any person who hinders or obstructs the Board or any such person authorized as aforesaid, in the exercise of any power conferred by this section, shall be guilty of an offence and be liable to a penalty not exceeding one hundred dollars.

How parties may be represented before Board.

39. Any party to a reference may be represented before the Board by three or less than three persons designated for the purpose, or by counsel or solicitor where allowed as hereinafter provided.

Parties to be bound by acts of representatives.

40. Every party appearing by a representative shall be bound by the acts of such representative.

Counsel or solicitors excluded except by consent of parties and of Board.

41. No counsel or solicitor shall be entitled to appear or be heard before the Board, except with the consent of the parties to the dispute, and notwithstanding such consent the Board may decline to allow counsel or solicitors to appear.

Members of Board to be British subjects.

42. Persons other than British subjects shall not be allowed to act as members of a Board.

Presence of parties.

43. If, without good cause shown, any party to proceedings before the Board fails to attend or to be represented, the Board may proceed as if he had duly attended or had been represented.

Time and place of sittings of Board.

44. The sittings of the Board shall be held at such time and place as are from time to time fixed by the Chairman, after consultation with the other members of the Board, and the parties shall be notified by the Chairman as to the time and place at which sittings are to be held: Provided that, so far as practicable, the Board shall sit in the locality within which the subject-matter of the proceeding before it arose.

Proceedings to be public unless otherwise determined by Board.

45. The proceedings of the Board shall be conducted in public; provided that at any such proceedings before it, the Board, on its own motion, or on the application of any of the parties, may direct that the proceedings shall be conducted in private and that all persons other than the parties, their representatives, the officers of the Board and the witnesses under examination shall withdraw.

Majority of Board.

46. The decision of a majority of the members present at a sitting of the Board shall be the decision of the Board, and the findings and recommendations of the majority of its members shall be those of the Board.

47. The presence of the Chairman and at least one other member of the Board shall be necessary to constitute a sitting of the Board. Quorum.

48. In case of the absence of any one member from a meeting of the Board the other two members shall not proceed, unless it is shown that the third member has been notified of the meeting in ample time to admit of his attendance. All members of Board to be present.

2. If any member of a Board dies, or becomes incapacitated, or refuses or neglects to act, his successor shall be appointed in the manner provided with respect to the original member of the Board.

49. The Board may at any time dismiss any matter referred to it which it thinks frivolous or trivial. Trivial matters.

50. The Board may, with the consent of the Minister, employ competent experts or assessors to examine the books or official reports of either party, and to advise it upon any technical or other matter material to the investigation, but shall not disclose such reports or the results of such inspection or examination under this section without the consent of both the parties to the dispute. Employment of experts.

Remuneration and Expenses of Board.

51. The members of a Board while engaged in the adjustment of a dispute shall be remunerated for their services as follows:— Allowance to members of Board.

(*a*) to members other than the Chairman—

(i) an allowance of five dollars a day for a time not exceeding three days during which the members may be actually engaged in selecting a third member of the Board;

(ii) an allowance of fifteen dollars for each whole day's sittings of the Board;

(iii) an allowance of seven dollars far each half-day's sittings of the Board;

(*b*) the Chairman shall be allowed twenty dollars a day for each whole day's sittings of the Board, and ten dollars a day for each half-day's sittings;

(*c*) no allowance shall be made to any member of the Board on account of any sitting of the Board which does not extend over a half day, unless it is shown to the satisfaction of the Minister that such meeting of the Board was necessary to the performance of its duties as speedy as possible, and that the causes which prevented a half-day's sitting of the Board were beyond its control.

Acceptance of gratuities and perquisites by members an offence.

52. No member of the Board shall accept in addition to his salary as a member of the Board any perquisite or gratuity of any kind, from any corporation, association, partnership or individual in any way interested in any matter or thing before or about to be brought before the Board in accordance with the provisions of this Act. The accepting of such perquisite or gratuity by any member of the Board shall be an offence and shall render such member liable to a fine not exceeding one thousand dollars.

Actual necessary travelling expenses of members allowed.

53. Each member of the Board will be entitled to his actual necessary travelling expenses for each day that he is engaged in travelling from or to his place of residence for the purpose of attending or after having attended a meeting of the Board.

Payment of expenses of Board.

54. All expenses of the Board, including expenses for transportation incurred by the members thereof or by persons under its order in making investigations under this Act, salaries of employees and agents, and fees and milage to witnesses shall be allowed and paid upon the presentation of itemized vouchers therefor, approved by the Chariman of the Board, which vouchers shall be forwarded by the Chairman to the Minister. The Chairman shall also forward to the Minister a certified and detailed statement of the sittings of the Board, and of the members present at such sittings.

Duties of the Registrar.

55. It shall be the duty of the Registrar:—

To receive and deal with applications.

(*a*) to receive and register, and, subject to the provisions of this Act, to deal with all applications by employers or employees for a reference of any dispute to a Board, and to at once bring to the Minister's attention every such application;

Assist in constituting Boards.

(*b*) to conduct such correspondence with the parties and members of Boards as may be necessary to constitute any Board as speedily as possible in accordance with the provisions of this Act;

Assist in giving effect to recommendations of Boards.

(*c*) to receive and file all reports and recommendations of Boards, and conduct such correspondence and do such things as may assist in rendering effective the recommendations of the Boards, in accordance with the provisions of this Act;

Register particulars of proceedings before Boards and safeguard all documents relating to proceedings.

(*d*) to keep a register in which shall be entered the particulars of all applications, references, reports and recommendations relating to the appointment of a Board, and its proceedings; and to safely keep all applications, statements, reports, recommendations and other documents relating to proceedings before the Board, and, when so required, transmit all or any of such to the Minister;

Supply information and necessary forms relating to

(*e*) to supply to any parties, on request, information as to this Act, or any regulations or proceedings thereunder, and also to furnish parties to a dispute and members of the Board with necessary blank forms, forms of summons or other papers or documents required

in connection with the effective carrying out of the provisions of this Act; proceedings before Board.

(*f*) generally, to do all such things and take all such proceedings as may be required in the performance of his duties prescribed under this Act or any regulations thereunder.

Strikes and Lockouts prior to and pending a reference to a Board illegal.

56. It shall be unlawful for any employer to declare or cause a lockout, or for any employee to go on strike, on account of any dispute prior to or during a reference of such dispute to a Board of Conciliation and Investigation under the provisions of this Act, or prior to or during a reference under the provisions concerning railway disputes in the Conciliation and Labour Act: Provided that nothing in this Act shall prohibit the suspension or discontinuance of any industry or of the working of any persons therein for any cause not constituting a lockout or strike: Provided also that, except where the parties have entered into an agreement under section 62 of this Act, nothing in this Act shall be held to restrain any employer from declaring a lockout, or any employee from going on strike in respect of any dispute which has been duly referred to a Board and which has been dealt with under section 24 or 25 of this Act, or in respect of any dispute which has been the subject of a reference under the provisions concerning railway disputes in the Conciliation and Labour Act. Prohibition of strikes or lockouts prior to or pending reference to Board.

57. Employers and employees shall give at least thirty days' notice of an intended change affecting conditions of employment with respect to wages or hours; and in every case where a dispute has been referred to a Board, until the dispute has been finally dealt with by the Board, neither of the parties nor the employees affected shall alter the conditions of employment with respect to wages or hours, or on account of the dispute do or be concerned in doing, directly or indirectly, anything in the nature of a lockout or strike, or a suspension or discontinuance of employment or work, but the relationship of employer and employee shall continue uninterrupted by the dispute, or anything arising out of the dispute; but if, in the opinion of the Board, either party uses this or any other provision of this Act for the purpose of unjustly maintaining a given condition of affairs through delay, and the Board so reports to the Minister, such party shall be guilty of an offence, and liable to the same penalties as are imposed for a violation of the next preceding section. Relation of parties to remain unchanged pending proceedings before a Board.

58. Any employer declaring or causing a lockout contrary to the provisions of this Act shall be liable to a fine of not less than one hundred dollars, nor more than one thousand dollars for each day or part of a day that such lockout exists. Penalty for causing lockout.

Penalty for going on strike.

59. Any employee who goes on strike contrary to the provisions of this Act shall be liable to a fine of not less than ten dollars nor more than fifty dollars, for each day or part of a day that such employee is on strike.

Penalty for inciting to lockout or strike.

60. Any person who incites, encourages or aids in any manner any employer to declare or continue a lockout, or any employee to go or continue on strike contrary to the provisions of this Act, shall be guilty of an offence and liable to a fine of not less than fifty dollars nor more than one thousand dollars.

Procedure for enforcing penalties.

61. The procedure for enforcing penalties imposed or authorized to be imposed by this Act shall be that prescribed by Part xv. of *The Criminal Code*, relating to summary convictions.

Special Provisions.

Recommendation of a Board binding in certain cases.

62. Either party to a dispute which may be referred under this Act to a Board may agree in writing, at any time before or after the Board has made its report and recommendation, to be bound by the recommendation of the Board in the same manner as parties are bound upon an award made pursuant to a reference to arbitration on the order of a court of record; every agreement so to be bound made by one party shall be forwarded to the Registrar who shall communicate it to the other party, and if the other party agrees in like manner to be bound by the recommendation of the Board, then the recommendation shall be made a rule of the said court on the application of either party and shall be enforceable in like manner.

Applications of provisions of this Act to any dispute on joint application of parties.

63. In the event of a dispute arising in any industry or trade other than such as may be included under the provisions of this Act, and such dispute threatens to result in a lockout or strike, or has actually resulted in a lockout or strike, either of the parties may agree in writ- to allow such dispute to be referred to a Board of Conciliation and Investigation, to be constituted under the provisions of this Act.

2. Every agreement to allow such reference shall be forwarded to the Registrar, who shall communicate it to the other party, and if such other party agrees in like manner to allow the dispute to be referred to a Board, the dispute may be so referred as if the industry or trade and the parties were included within the provisions of this Act.

3. From the time that the parties have been notified in writing by the Registrar that in consequence of their mutual agreement to refer the dispute to a Board under the provisions of this Act, the Minister has decided to refer such dispute, the lock out or strike, if in existence, shall forthwith cease, and the provisions of this Act shall bind the parties.

MISCELLANEOUS.

Courts to have no power to recognize or enforce reports of or testimony before a Board, except in prosecutions for perjury.

64. No court of the Dominion of Canada, or of any province or territory thereof, shall have power or jurisdiction to recognize or enforce, or to receive in evidence any report of a Board, or any testimony or proceedings before a Board, as against any person or for any purpose, except in the case of the prosecution of such person for perjury.

Technicality not to invalidate proceedings.

65. No proceeding under this Act shall be deemed invalid by reason of any defect of form or any technical irregularity.

Payment of services under Act.

66. The Minister shall determine the allowance or amounts to be paid to all persons other than the members of a Board, employed by the Government or any Board, including the Registrar, secretaries, clerks, experts, stenographers or other persons performing any services under the provisions of this Act.

Prosecutions under Act to be reported to Registrar.

67. In case of prosecutions under this Act, whether a conviction is or is not obtained, it shall be the duty of the clerk of the court before which any such prosecution takes place to briefly report the particulars of such prosecution to the Registrar within thirty days after it has been determined, and such clerk shall be entitled to a prescribed fee in payment of his services.

Minister may make, alter and amend regulations.

68. The Governor in Council may make regulations as to the time within which anything hereby authorized shall be done, and also as to any other matter or thing which appears to him necessary or advisable to the effectual working of the several provisions of this Act. All such regulations shall go into force on the day of the publication thereof in *The Canada Gazette*, and they shall be aid before Parliament within fifteen days after such publication, or, if Parliament is not then in session, within fifteen days after the opening of the next session thereof.

Expenses

69. All charges and expenses incurred by the Government in connection with the administration of this Act shall be defrayed out of such appropriations as are made by Parliament for that purpose.

Report to Parliament

70. An annual report with respect to the matters transacted by him under this Act shall be made by the Minister to the Governor General, and shall be laid before Parliament within the first fifteen days of each session thereof.

APPENDIX II.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Allandale	Order of R. Conductors No. 355, Allandale Division	Geo. Clark	Box 23, Allandale, On.
"	Bro. of Loco. Engineers No. 486, Allandale Division	Geo. Lawrence	Box 24, Allandale, Ont.
"	Bro. of Loco. Firemen No. 442, Barrie Bay Lodge	Matthew Robertson	Allandale, Ont.
"	Bro. of R. Trainmen, Lake Simcoe Lodge No. 377	Walter Barry	Allandale, Ont.
"	Inter. Bro. of M. W. Employees, Div. No. 498	E. Stephenson	Allandale, Ont.
Alma,	Threshers' Protective Association, No. 13	Alex. Duff	Stirton, Ont.
Amherstburg	Longshoremen's Inter. Association No. 504	Lyle La Longe	Amherstburg, Ont.
Arnprior,	Bro. of Maintenance of Way Employees, Arnprior Div. No. 227	Charles Burgess	Sand Point, Ont
Beeton	Bro. of Maintenance of Way Employees, Beeton Div., No. 254	Thomas Young	Beeton, Ont.
Barrie	United Bro. of Carpenters and Joiners, No. 1749	E. D. Blain	Penteang St., Barrie, Ont.
Belleville	Bricklayers' and Masons' Union, No. 30	J. Bradden	Belleville, Ont.
"	United Bro. of Carpenters and Joiners No	Geo. Kelly	Belleville, Ont.
Belleville	Bro. of Loco. Engineers, Belleville Div. No. 189	W. J. Logue	Belleville Station, Ont.
"	Bro. of Loco. Firemen, Challenge Lodge No. 66	Geo. H. Ray	Belleville Station, Ont.
Belleville	Bro. of Ry. Carmen No. 228	H. Phillips	Belleville, Ont.
Berlin	Bricklayers' and Masons' Inter. Union No. 12	Jacob E. Cook	11 Church St., Berlin, Ont.
"	United Bro. of Carpenters and Joiners of America No. 553	John A. Brenoff	Waterloo, Ont.
"	Bro. of Painters, Decorators and Paper Hangers No. 334	J. H. Harnack	Box 172, Berlin, Ont.
"	Plumbers' Gas and Steamfitters' Union, No. 317	Frank Short	Waterloo, Ont.
"	Hodcarriers' and Builders' Labourers' Inter. Union, No	Geo. Hoffman	Berlin, Ont.
"	Inter. Stationary Engineers	J. L. Bowman	Berlin, Ont.
"	Amalgamated Woodworkers' Union No. 20	M. Koebel	Box 110, Berlin, Ont.
"	Twin City Hardwood Finishers Union No 129	W. J. Scherrer, Jr	Box 110, Berlin, Ont.
"	Inter. Woodcarvers' Association	A. Heller	Berlin, Ont.
"	Piano and Organ Workers' Union No. 43	John Muldoon	Box 480, Berlin, Ont.
"	Upholsterers' Union	Arthur Nichol	Waterloo, Ont.
"	United Garment Workers of America	Miss Mary Haller	Berlin, Ont.
"	Journeymen Tailors' Union of America No. 264	Charles C. Hahn	9 Elgin St., Berlin, Ont.
"	Boot and Shoe Workers' Union No. 206	Louis B. Albrecht	Berlin, Ont.
"	Cigarmakers' Inter. Union No. 422	Steve Welheuser	Box 224, Berlin, Ont.
"	Tanners' and Curriers' Union No. 8231	E. Holmich	Berlin, Ont.
"	Teamsters' International Union, No. 194	L. Daub	Berlin, Ont.
"	Twin City Broom Makers' Local Union No. 7	A. J. Voege	Berlin, Ont.
"	Laundry Workers' Union No. 96	A. Schantz	Berlin, Ont.
"	Retail Clerks' Association	Otto H. Zimmer	Berlin, Ont.
"	American Federation of Musicians, No	G. Albrecht	Berlin, Ont.
"	Federal Labour Union No. 17	Alamander Wildfong	Box 218, Berlin, Ont.
Bowmanville	Amal. Inter. Woodworkers' Union of America No. 194	David Morrison	Bowmanville, Ont.
"	Maple Leaf Association of Labourers	W. J. Berry	Bowmanville, Ont.
Brampton,	Threshers' Protective Atsociation No. 14	Geo. Trimble	Huttonville, Ont.
Brantford	Bricklayers', Masons' and Plasterers' Inter. Union No. 9	W. J. Kerr	97 Wellington St., Brantford, Ont

Brantford, continued	United Bro. of Carpenters and Joiners of America No. 498		Chas. MacInnes	38 Lawrence St., Brantford, Ont.
"	Amal. Society of Carpenters and Joiners		W. Marlow	47 Edgerton St., Brantford, Ont.
"	Inter. Painters', Decorators and Paperhangers' Union No. 313		Charles Jones	93 Arthur St., Brantford, Ont.
"	Operative Plasterers' Inter. Union No. 164		J. Paterson	20 Egerton St., Brantford, Ont.
"	Journeymen Plumbers' and Steamfitters' Inter. Union No. 186		Alfred Squibb	Pearl St., Brantford, Ont.
"	Inter. Asso. of Machinists No. 564		P. Nobie	199 Murray St., Brantford, Ont.
"	Iron Moulders' Union of N. A. No. 29		Wm. Sutch	245 Nelson St., Brantford, Ont.
"	Inter. Asso. of Sheet Metal Workers' No. 98		Jas. Roberts	202 Wellington St., Brantford, Ont.
"	Inter. Union of Journeymen Horseshoers, No. 225		John Daily	157 Albion St., Brantford, Ont.
"	Inter. Typo. Union No. 378		Roy Sayles	56 Albion St., Brantford, Ont.
"	Journeymen Tailors' Union of America No. 117		Wesley Riddols	42 Park Ave., Brantford, Ont.
"	Journeymen Bakers' and Confectioners' Inter. Union, No. 173		John McGowan	24 Port St., Brantford, Ont.
"	Cigarmakers' Inter. Union No. 59		Frank Mather	Box 365, Brantford, Ont.
"	Retail Clerks' Inter. Prot. Asso.		H. J. Moore	Brantford, Ont.
"	Federated Association of Letter Carriers No. 13		Geo. Broatch	79 Palace St., Brantford, Ont.
"	Bartenders' Inter. League No. 182		T. McCusker	Park Hotel, Brantford, Ont.
"	Inter. Barbers' Union of America No. 298		Edw. Rice	Northumberland St., Brantford, Ont
"	Threshers' Protective Asso. of Canada No. 17		Clifford Barker	Paris, Ont.
Bridgeburg	Bro. of Loco. Engineers, No. 679		Chas. Findlay	Bridgeburg, Ont.
"	Bro. of Loco. Firemen, Inter. Lodge No. 471		Alex. McIntyre	Amigari, Ont.
"	Bro. of Railroad Trainmen, No. 713		Wm. M. Seaton	Amigari, Ont.
"	Bro. of Railway Carmen, No. 448		A. E. Seaton	Bridgeburg, Ont.
Brockville	Bricklayers' Masons' and Plasterers' Union No. 13		Geo. Barclay	Box 74, Brockville, Ont.
"	United Bro. of Carpenters and Joiners of America No. 799		Harry D. Gallagher	Brockville, Ont.
"	Journeymen Painters' and Decorators' Union No. 321		W. McPhail	Brockville, Ont.
"	Stationary Engineers No. 15		Jas. Arkan	Brockville, Ont.
"	Inter. Typo. Union No. 393		L. E. Murphy	Brockville, Ont.
"	Journeymen Tailors' Union of America No. 262		D. Muirhead	Brockville, Ont.
"	Glove Cutters' Union		John McBriarty	Brockville, Ont.
"	Cigarmakers' Inter. Union		James Allen	Brockville, Ont.
"	Order of R. Conductors, Leeds Div., No. 366		R. McConachie	Box 640, Brockville, Ont.
"	Bro. of Loco. Engineers, Brockville Div., No. 118		R. Wardrop	Box 666, Brockville, Ont.
"	Bro. of Loco. Firemen, Island City Lodge No. 69		Thos. Shields	Box 588, Brockville, Ont.
"	Bro. of R. Trainmen, Thousand Islands Lodge No. 208		John Shinnick	Brockville, Ont.
"	Bro. of Ry. Carmen, Lodge No. 305		D. Wolfe	Brockville, Ont.
"	Bartenders' Inter. League No. 308		D. J. Macdonald	Brockville, Ont.
"	Inter. Longshoremen's Union No. 342		W. J. Kelly	Brockville, Ont.
"	Journeymen Barbers' Inter. Union of America No. 387		F. J. Clutterbuck	Box 629, Brockville, Ont.
"	Federal Labour Union No. 8656			Brockville, Ont.
Burk's Falls	Bro. of Maintenance of Way Employees, Burk's Falls Div. No. 256		John Denham	Novar, Ont.
Collingwood	Bricklayers' and Masons' Union No. 19		Edw. Chamberlain	Box 769, Collingwood, Ont.
"	Bro. of Boilermakers' and Iron Shipbuilders' Union No. 343		A. Leitch	Collingwood, Ont.
"	Bro. of Boilermakers' and Helpers, Div. No. 205		Geo. Andrews	Collingwood, Ont.
"	Inter. Asso. of Machinists, Huronic Lodge, No. 627		Mark E. Fryer	Box 585, Collingwood, Ont.
"	Inter. Union of Steam Engineers, No. 321		John MacPherson	Box 747, Collingwood, Ont.
"	National Asso. of Marine Engineers, No. 3		Charles Harris	Collingwood, Ont.
"	Inter. Longshoremen's Union, No. 476		A. Hollingshead	Collingwood, Ont.
"	Canadian Asso. of Masters and Mates No. 2		G. P. Pearsall	Collingwood, Ont.
"	Marine Firemen, Oilers and Water Tenders' Union, No. 478		D. L. Smyth	Birch St., Collingwood, Ont.
"	Journeymen Barbers' Union No. 528		Joseph Malott	Collingwood, Ont.
"	Retail Clerks' Inter. Frat. Asso. No.		W. J. Honeyford	Collingwood, Ont.
Cannington	Threshers' Prot. Asso. No. 20		Edward Lillicrop	Cannington, Ont.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Carleton Place	Bricklayers' and Masons' Inter. Union No. 28	John S. Coles	Carleton Place, Ont.
"	Inter. Bro. of Blacksmiths, No. 424	Albert E. Wilson	Carleton Place, Ont.
"	Boilermakers' and Iron Shipbuilders No. 325	John Virtue	Carleton Place, Ont.
"	Bro. of Boilermakers and I. S. B., Helpers, Div. No. 206	Holly R. Shields	Carleton Place, Ont.
"	Iron Moulders' Union of America, No. 362	Geo. Murray	Carleton Place, Ont.
"	Stove Mounters and Steel Range Workers' Union, No. 78	R. P. Drynan	Carleton Place, Ont.
"	Inter. Asso. of Machinists No. 211	J. A. Cumbers	Carleton Place, Ont.
"	Bro. of Ry. Carmen of America, No. 229	Andrew Robertson	Box 262, Carleton Place, Ont.
"	Bro. of Loco. Firemen, Mississippi Lodge, No. 518	G. A. Cornell	Carleton Place, Ont.
"	Bro. of R. Trainmen, Missing Link Lodge, No. 527	Chas. Stewart	Carleton Place, Ont.
"	Bro. of Maintenance-of-Way Employees, Carleton Div., No. 222	J. P. Steele	Carleton Place, Ont.
Chapleau	Order of R. Conductors, Negomis Div., No. 315	Thos. Kehoe	Chapleau, Ont.
"	Bro. of Loco. Engineers, Wangoon Div. No. 319	Jas. D. McAdam	Chapleau, Ont.
"	Bro. of Loco. Firemen, Snow Drift Lodge, No. 321	W. L. Best	Box 113, Chapleau, Ont.
"	Bro. of R. Trainmen, Snowdrift Lodge No. 246	W. Fox	Box 119, Chapleau, Ont.
Chatham	Bricklayers' and Masons' Inter. Union No. 18	Wm. H. Fischer	Gray St., Chatham, Gnt.
"	United Bro. of Carpenters and Joiners' No. 1611	Harry Brown	Delaware Ave., Chatham, Ont.
"	Labourers' Protective Union, No. 10390	Wesley Shaw	Chatham, Ont.
"	Bro. of Painters, Decorators and Paper Hangers of America No. 839	H. E. Hughson	Chatham, Ont.
Cobalt	Miners' Union, No. 146	John J. Dwyer	Cobalt, Ont.
Cobourg	Iron Moulders' Union of N. A. No. 189	O. N. Moffat	Port Hope, Ont.
Courtright	Inter. Longshoremen's Ass'n No. 389	L. H. Simpson	Courtright, Ont.
Cornwall	Journeymen Tailors' Union of America No. 355	J. B. Ouellette	Box 414, Cornwall, Ont.
"	Bricklayers and Masons' Inter. Union No. 31	Ed. Campbell	Cornwall, Ont.
Crookston	Journeymen Stonecutters' Ass'n of America	T. J. Lockhart	Crookston, Ont.
Depot Harbour	Bro. of R. Trainmen, Georgian Bay Lodge No. 563	W. J. McDonald	Box 148, Depot Harbour, Ont.
Dundas	Iron Moulders' Union of North America No. 269	William Watts	Box 315, Dundas, Ont.
"	Inter. Ass'n. of Machinists No. 69	Geo. Paton	Box 203, Dundas, Ont.
"	United Garment Workers of America No. 30	Wm. Chassels	Dundas, Ont.
East Toronto,	Order of R. Conductors, East Toronto Div. No. 344	H. Doyle	Coleman, Ont.
East Toronto	Bro. of R. Trainmen, East Toronto Div. No. 108	S. Griffin	East Toronto, Ont.
Elmira	Amal. Woodworkers' Inter. Union of A. No. 129	Sol. B. Frey	Elmira, Ont.
Fort William	United Bro. Carpenters and Joiners' Union No. 1498	Geo. Wonall	Fort William, Ont.
"	Bricklayers' and Masons' Union No. 25	Leon French	Box 391, Port Arthur, Ont.
"	United Ass'n. of Plumbers, Gas and Steamfitters, No. 196	H. Cullen	Fort William, Ont.
"	Iron Moulders' Union, No. 429	H. Thompson	Fort William, Ont.
"	Inter. Ass'n. of Machinists No. 309	H. Safford	McDonald St., Fort William, Ont.
"	Inter. Bridge and Structural Iron Workers' Union No. 53	H. E. Harkness	Box 31, Fort William, Ont.
"	Inter. Bro. of Electrical Workers, No. 339	Louis de Tilleul	Box 457, Fort William, Ont.
"	Inter. Typo. Union, No. 417	W. A. McPherson	Times-Journal, Fort William, Ont.
"	Journeymen Tailors' Union of America No. 191	Howard Brading	Fort William, Ont.

Fort William, continued	Order of R. Conductors, Kakabeca Div. No. 286	J. A. Gillis	Fort William, Ont.
"	Bro. of Locomotive Engineers, Kaministiqua Division No. 243	Thos. Ward	Fort William, Ont.
"	Bro. of Locomotive, Firemen, Superior Lodge No. 225	W. F. Quigley	Fort, William, Ont.
"	Bro. of R. Trainmen, Mount McKay Lodge No. 306	W. V. Burdon	Fort William, Ont.
"	Bro. of Maintenance of Way Employees, Savenne Division No. 128	Albert Rowe	Box 395, Fort William, Ont.
"	Bro. of Ry. Carmen No. 361	T. P. Speed	Fort William, Ont.
"	Inter. Longshoremen, No. 479	W. Houston	Brodie St., Fort William, Ont.
"	Inside Elevator Employees' Union, No. 528	A. Bruce, Jr.	Fort William, Ont.
"	Bartenders' Inter. League No. 757	Eugene Moreau	Port Arthur, Ont.
"	Federal Labour Union No. 11,630	John Bradden	Port Arthur, Ont.
"	Inter. Ass'n. of Steam Engineers, No. 298	W. J. Bell	Box 480, Fort William, Ont.
Fort Francis	Bro. of Maintenance of Way Employees, No. 313	R. H. Laly	Mine Center, Ont.
Galt	Bricklayers' and Masons' Inter. Union No. 15	A. Skoyles	Galt, Ont.
"	United Bro. of Carpenters and Joiners of America No. 1216	Chas. Head	Galt, Ont.
"	Amal. Society of Carpenters and Joiners, No.		Galt, Ont.
"	United Ass'n. of Plumbers, G. & S. Fitters, No. 340	Jas. Glenister	Galt, Ont.
"	Hodcarriers and Builders' Labourers' Union No.		Galt, Ont.
"	Iron Moulders' Union No. 447	H. W. McLean	Box 356, Galt, Ont.
"	Inter. Ass'n. of Machinists No. 120	Geo. H. Roat	Box 463, Galt, Ont.
"	Pattern Makers' League (branch of Toronto)	John Anderson	Galt, Ont.
"	Sawsmiths' Union, No. 11	John Frayer	Galt, Ont.
"	Inter. Typo. Union No. 411	J. A. Wilson	Box 193, Galt, Ont.
"	Journeymen Tailors' Union of America No. 365	Mrs. A. A. Delton	Box 167, Galt, Ont.
"	Bartenders' Inter. League No. 307	James Patrick	Galt, Ont.
"	Journeymen Barbers' Union No. 413	Wm. T. M. Little	Box 345, Galt, Ont.
"	Retail Clerks Inter. Pro. Ass'n. No. 603	Arthur Eckland	Box 610, Galt, Ont.
"	Federal Labour Union No. 10,299	Chas. Head	Galt, Ont.
"	Inter. Labourers' Union, No. 216	Geo. C. Keyes	Galt, Ont.
Gananoque	Leather Workers' Inter. Union No. 151	Fred. S. Lakey	Gananoque, Ont.
Goderich,	Longshoremen's Inter. Union No. 669	Dan. McKay	Box 114, Goderiech, Ont.
Guelph	Bricklayers' and Masons' Inter. Union of Ontario No. 3	Geo. H. Kadwell	Box 104, Guelph, Ont.
"	Canadian Stationary Engineers' Ass'n	John Heeg	Guelph, Ont.
"	Journeymen Stonecutters' Ass'n. of N. A	T. C. Rundell	Box 435, Guelph, Ont.
"	United Bro. of Carpenters and Joiners of America No. 663	John W. Gilchrist	Waterloo Rd., Guelph, Ont.
"	Bro. of Painters, Decorators and Paper Hangers	Alf. Jolly	Guelph, Ont.
"	Iron Moulders' Union of North America No. 212	Wm. Heatley	Box 208, Guelph, Ont.
"	Inter. Woodworkers' Union No. 111	Chas. W. Fennell	Exhibition St., Guelph, Ont.
"	Upholsterers' Inter. Union No. 41	John McGuire	Guelph, Ont.
"	Carriage and Wagon Makers' Union of America No. 78	Hugh Brunton	Guelph, Ont.
"	Piano and Organ Workers' Union No. 34	E. H. Johns	Box 278, Guelph, Ont.
"	Inter. Typographical Union No. 391	Chas. Ritchie	Box 574, Guelph, Ont.
"	Journeymen Tailors' Union of America No. 297	Teenie Astell	Guelph, Ont'
"	Brussels Carpet Weavers' Union No. 277	Matthew Loudon	Queen St., Guelph, Ont.
"	Textile Workers' Union No. 340	E. Chater	Box 217, Guelph, Ont.
"	Teamsters' and Drivers' Inter. Union No. 351	Harry Peters	Guelph, Ont.
"	Wine Clerks' Union No. 104	Felix Malone	Guelph, Ont.
"	Journeymen Barbers' Inter. Union No. 310	W. H. Fairley	Box 9, Guelph, Ont.
"	Brewery Workers' Union No. 300	Edward Manning	Guelph, Ont.
Grand Valley	Bro. Maintenance Way Employees, Orangeville & Teeswater Div. 230	J. W. Jagga	Inglewood, Grand Valley, Ont.
Heron Bay	Bro. of Maintenance of Way Employees, Heron Bay Div. No. 231	A. Beanconi	Port Caldwell, Ont.
Hamilton	Bricklayers' and Masons' Union of Ontario No. 1	A. J. Seymour	7 John St., N., Hamilton, Ont.
"	Amal. Society of Carpenters and Joiners No. 750	H. Reinhalt	232 Bold St., Hamilton, Ont
"	United Bro. of Carpenters and Joiners of A. No. 18	Jas. Culvert	102 Ray St., S., Hamilton, Ont.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Hamilton	Bro. of Painters, Decorators and Paper Hangers No. 205	H. Hutchinson	493 E. Cannon St., Hamilton, Ont.
"	Operative Plasters' Int. Assn., No. 298	Wm. Minnes	120 Inchbury St., Hamilton, Ont.
"	United Ass'n. of Plumbers and Gas Fitters No. 67	A. W. Harris	28 Smith Ave., Hamilton, Ont.
"	Journeymen Stonecutters' Association	Harry Watson	204 Wood St., E., Hamilton, Ont.
"	Builders' Labourers' Union No. 254	Geo. Pearce	289 Duke St., Hamilton, Ont.
"	Iron Moulders' Union of N. A. No. 26	J. R. Conway	73 Pearl St., North, Hamilton, Ont
"	Inter. Ass'n. of Machinists, No. 414	Wm. Hay	110 Cathcart St., Hamilton, Ont.
"	Amal. Society of Engineers, No. 583	R. C. Paterson	187 Napier St., Hamilton, Ont.
"	Bro. of Boiler Makers' & Iron Ship Builders', No. 421	Harry Gregory	165 Florence St., Hamilton, Ont.
"	Inter. Bro. of Electrical Workers', No. 105	J. F. Johnson	633 Baron St., E., Hamilton, Ont.
"	Inter. Metal Polishers, Buffers, Platers and Brass Workers' Union No26	Harry Turner	144 Wood St., E., Hamilton, Ont.
"	Brass Workers' Union, No. 261	J. Gill	53 Hughson St., N., Hamilton, Ont.
"	Bridge and Structural Iron Workers' Union ,No	C. Murray	171 York St., Hamilton, Ont.
"	Silver & Britannia Metal Workers' Union, No. 309	F. J. Robbins	160 Elgin St., Hamilton, Ont.
"	Inter. Stove Mounters' Union No. 35	Aaron Morris	131 Macauley St., East, Hamilton, O.
"	Amal. Ass'n. of Sheet Metal Workers' ,No. 61	Go. H. March	308 Barton St., E., Hamilton, Ont.
"	Journeymen Horseshoers' Union, No. 72	Chas. Groves	40 York St., Hamilton, Ont.
"	Piano and Organ Workers' Union, No. 42	James Brown	309 Main St., North, Hamilton, Ont.
"	Pattern Makers' Ass'n		Box 295, Hamilton, Ont.
"	Upholsterers' Union, No. 93	W. T. Watts	75 Inchbury St., Hamilton, Ont.
"	Canadian Ass'n. of Stationary Engineers, No. 2	J. W. Lowden	194 Cannon St., E., Hamilton, Ont.
"	Inter. Typo. Union No. 129	John Burns	230 John St., N., Hamilton, Ont.
"	United Bro. of Bookbinders of N. A., No. 114	Llewellyn Thomas	60 Napier St., Hamilton, Ont.
"	Printing Pressmen and Assistants Union, No. 176	Wm. R. Berry	158 Market St., Hamilton, Ont.
"	Journeymen Custom Tailors' Union of A., No. 149	Thos. Monogue	303 Emerald St., N., Hamilton, O.
"	United Garment Workers' Union, No. 23	Gus. Hildebrand	159 Hess St., S. Hamilton, Ont.
"	Inter. Boot and Shoe Workers' Union, No. 232	Jacob Ross	146 Rebecca St., Hamilton, Ont.
"	Inter. Boot and Shoe Workers' Union, No. 228	A. W. Charlesworth	269 Robert St., Hamilton, Ont.
"	Inter. Boot and Shoe Workers, Women Stitchers, No. 234	Miss Mary Sheppard	62 Alanson St.,Hamilton, Ont.
"	Boot and Shoe Reyairers' Union, No	Robt. Corner	193 King St., W., Hamilton, Ont.
"	Hamilton Shoe Makers' Prot. Association	Frank H. Revell	10 Augusta St., Haamilton, Ont.
"	Hatters' Union, No. 12	R. Dow	413 Victoria Ave., N., Hamilton, O.
"	United Garment Workers', No. 256	Thos. A. Pledger	250 Mary St., Hamilton, Ont.
"	United Bro. of Leather Workers on Horse Goods, No. 158	A. Edgeler	224 Main St., E., Hamilton, Ont.
"	Inter. Journeymen Bakers' and Confectioners' Union, No. 79	J. Lyle, Jr.	116 West Ave., N., Hamilton, Ont.
"	Cigarmakers' Inter. Union, No. 55	F. Hough	201 Robinson St., Hamilton, Ont.
"	Tobacco Workers' Inter. Union, No. 48	D. McLean	Cr, Tuckett Tob. Co., Hamilton, O.
"	Bro. of Maintenance of Way Employees, No. 157	Peter Manderson	92 Peter St., Hamilton, Ont.
"	Order of R. Conductors, Arnum Div. No. 27	A. Cameron	297 York St., Hamilton, Ont.
"	Bro. of Loco. Engineers, Hamilton Div., No. 133	W. F. Baines	288 Bay St., N., Hamilton, Ont.
"	Bro. of Loco. Firemen, Maple Leaf Lodge, No. 151	S. Jacruse	256 Bay St., N., Hamilton, Ont.

Hamilton	Bro. of R. Trainmen, Bay View Lodge, No. 226	T. J. Brown	152 Sherman Ave., N., Hamilton, O.
"	Bro. of R. Freight and Baggagemen of America, No. 58	Alfred E. Fletcher	571 James St., N., Hamilton, Ont.
"	Longshoremen's Union, No. 120	A. Hill	546 John St., N., Hamilton, Ont.
"	Amal. Ass'n. of Street and Electric Railway Employees of A. No. 107	Geo. Goring	19 Robert St., Hamilton, Ont.
"	National Street Ry. Employees' Union	Marley Schench	Cr. Street Railway Co., Hamilton, O.
"	Federated Ass'n. of Letter Carriers	Robt. Guy	Huron St., Hamilton, Ont.
"	Bartenders' Inter. League, No. 197	Lawrence Golden	468 James, North, Hamilton, Ont.
"	Brewery Workers' Union, No. 312	Wm. Fortner	88 Wellington St., N., Hamilton, O.
"	Journeymen Barbers' Inter. Union, No. 131	H. J. Halford	59 John St., S., Hamilton, Ont.
"	Retail Clerks' Inter. Prot. Ass'n. No	A. W. Darrow	29 Caroline, S., Hamilton, Ont.
"	Waiters' and Waitresses' Union, No. 693	A. J. Parker	14 O'Reilly St., Hamilton, Ont.
"	Inter. Broommakers' Union, No. 9	Walter Rollo	288 Victoria Ave., N., Hamilton, O.
"	Federal Labour Union, No. 11	Robt. Aitchison	52 George St., Hamilton, Gnt.
"	Threshers' Protective Ass'n. No. 1	S. B. Smith	Glanford, Ont.
"	Delivery Drivers' Union	Wm. Foster	106 Barton St., E., Hamilton, Ont.
"	Hamilton Musical Prot. Ass'n., No. 293	J. Gimblett	112 Caroline St., N., Hamilton, Ont.
"	Commercial Telegraphers' Union, No. 113	Walter H. Ogg	Hamilton, Ont.
"	Inter. Ass'n. Theatre & Stage Employees, No. 129	F. A. Nieson	Cr. Savoy Theatre, Hamilton, Ont.
Havelock	Bro. of Loco. Engineers, No. 658	Jas. A. Martin	Havelock, Ont.
"	Bro. of Loco. Firemen, No. 648	N. J. Ranton	HavelockOnt.
"	Bro. R. Trainmen, Coronation Lodge, No. 293	J. A. Garratt	Havelock, , Ont.
Ingersoll	United Bro. of Carpenters & Joiners, No. 1452	Geo. J. Langford	Ingersoll, Ont.
Kenora	Journeymen Tailors. Union, No. 236	Jas. Liddle	Kenora, Ont.
"	Order of R. Conductors, Kewatin Div. No. 352	W. A. McCullough	Kenora, Ont.
"	Bro. of Loco. Engineers, Golden Rule Div. 535	Fred C. Munt	Box 48, Kenora, Ont.
"	Bro. of Loco. Firemen Union, Lodge No. 305	B. Leishman	Kenora, Ont.
"	Bro. of R. Trainmen, Lake of the Woods Lodge, No. 270	J. H. Gamble	Box 109, Kenora, Ont.
"	Bro. of Railway Carmen of America, No. 236	Fred. Hemingway	Kenora, Ont.
"	Bro. of Maintenance of Way Employees, Rat Portage Div. No. 238	S. W. Howlett	Box 324, Kenora, Ont.
Kingston	Bricklayers' and Masons' Inter. Union No. 10	Wm. Townsend	281 Victoria St., Kingston, Ont.
"	United Bro. of Carpenters and Joiners of America, No. 249	W. H. Hubble	26 Quebec St., Kingston, Ont.
"	Bro. of Painters, Decorators and Paper Hangers of America, No. 114	Geo. B. Coward	346 Gordon St., Kingston, Ont.
"	United Ass'n. of Plumbers, Gas and Steamfitters, No. 221	Charles Veal	144 Bay St., Kingston, Ont.
"	Journeymen Stonecutters' Ass'n. of N. A	P. O'Brien	Clergy St., W., Kingston, Ont.
"	Inter. Hodcarriers and Builders' Labourers' Union, No. 66	Wm. E. Gray	Labour Hall, Kingston, Ont.
"	Iron Moulders' Union of N. A., No. 252	Wm. Varney	328 Johnston St., Kingston, Ont.
"	Inter. Ass'n. of Machinists, No. 368	Jas. Angrove	179 Sydenham St., Kingston, Ont.
"	Amal. Society of Engineers, No. 584	J. Lovick	152 University Ave., Kingston, Ont.
"	National Ass'n. of Marine Engineers, No. 4	James Gillie	97 Clergy St., W., Kingston, Ont.
"	Inter. Bro. of Boilermakers Frontenac Lodge No. 210	H. T. Patterson	157 Bagot St., Kingston, Ont.
"	Amal. Ass'n. of Sheet Metal Workers	John M. Anderson	Barriefield, Kingston, Ont.
"	Inter. Union of Shipwrights', Joiners' and Caulkers, No. 46	Wm. Graham	Portsmouth, Ont.
"	Limestone City Inter. Typo. Union, No. 204	Allan Stroud	91 Rideau St., Kingston, Ont.
"	Journeymen Tailors' Union of America, No. 263	Wm. Dunlop	56 Union St., Kingston, Ont.
"	Journeymen Bakers' and Confectioners' Inter. Union, No. 133	Thomas Baird	12 Main St., Kingston, Ont.
"	Tanners' and Cutters' Union, No. 14	Wm. Eagan	10 James St., Kingston, Ont.
"	Longshoremen's Inter. Ass'n., No. 229	Wm. Mullen	42 Ordnance St., Kingston, Ont.
"	Seamen's Union	Thos. Fleming	Labour Hall, Kingston, Ont.
"	Canadian Ass'n. of Masters annd Mates	Capt. Geo. Crawford	Kingston, Ont.
"	Marine Firemen, Oilers and Water Tenders, No. 561	Frank Gallagher	Wellington St., Kingston, Ont.
"	Draymen's Union, No. 302	J. Dinsmore	John St., Kingston, Ont.
"	Team Drivers' Inter. Union, No. 337	P. Driscoll	Kingston, Ont.
"	Journeymen Barbers' Inter. Union, No. 514	F. Grimshaw	284 Division St., Kingston, Ont.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Kingston	Assembly Knights of Labour, No. 2411	Arthur Fields	47 Princess St., Kingston, Ont.
Huntsville	Inter. Bro. of M. W. E., Div. No. 107	B. Wilston	Hunstville, Ont.
Lindsay	Federal Labour Union, No. 9826	Jas. J. Healey	Lindsay, Ont'
"	Team Drivers' Union	John Chambers	Lindsay, Ont.
"	Order of R. Conductors, Maple Leaf Div. No. 322	W. R. Kelly	Box 326 Lindsay, Ont.
"	Bro. of Loco. Engineers, Hope Div., No. 174	T. Wilkinson	Box 205, Lindsay, Ont.
"	Bro. of Loco. Firemen, J. Scott Lodge, No. 136	John Napier	Box 322, Lindsay, Ont.
"	Bro. of Loco. Trainmen, Midland Lodge, No. 308	F. Horner	Lindsay, Ont.
"	Bro. of Maintenance of Way Employees, No. 177	J. Shaw	Lindsay, Ont.
London	Bricklayers' and Masons' Inter. Union of Ontario, No. 5	Henry Rymill	491 Oxford St., London, Ont.
"	Amal. Society of Carpenters and Joiners, No. 783	John Tanton	379 Waterloo St., London, Ont.
"	Bro. of Painters, Decorators and Paper Hangers of America, No. 97	J. W. McCandless	720 Lorne Ave., London, Ont.
"	Operative Plasterers' Inter. Union, No. 159	William Tyler	Gunn St., W. L., London, Ont.
"	Journeymen Stonecutters' Ass'n. of N. A	H. Boyd	875 Adelaide St., London, Ont.
"	United Ass'n. Journeymen Plumbers, Gas and Steamfitters, No. 286	Stuart Richardson	445 Central Ave., London, Ont.
"	Inter. Labourers' Union, No. 188	Robt. Coughlin	810 Lorne Ave., London, Ont.
"	Iron Moulders' Union of N. A., No. 37	Geo. Grant	22 Edward St., London, Ont.
"	Inter. Ass'n. of Machinists, No. 383	H. Clark	527 Nelson St., London, Ont.
"	Amal. Society of Engineers, No. 577	W. Evans	611 William St., London, Ont.
"	Brass Workers' Union, No. 31	Wm. T. Cotton,	184 Warncliffe Rd., London, Ont.
"	Brass Moulders', Core Makers' & Furnace Tenders' Union N. A., No. 13	A. E. Bailey	138 Colborne St., London, Ont.
"	Metal Polishers, Buffers and Platers', Brass Moulders' and Brass and Silver Workers' Union, No. 32	J. Smith	2 Wyatt St., London, Ont.
"	Inter. Stove Mounters' & Steel Range Workers' Union, No. 33	W. Hogg	124 Inkerman St., London, Ont.
"	Amal. Ass'n. of Sheet Metal Workers, No. 206	J. Maker	946 Elias St.,London, Ont.
"	Inter. Typo. Union No. 133	W. Hawson	Ealing P. O., London, Ont.
"	Printing Pressmen and Assistants Union, No. 173	F. Christie	233 Hill St., London, Ont.
"	Journeymen Tailors' Union of America, No. 30	James Hussey	243½ Dundas St., London, Ont.
"	United Garment Workers of America, No. 33	Miss Ada Berry	85 Dundas St., London, Ont.
"	Boot and Shoe Workers' Inter. Union, No	Harry Marvill	City Hotel, London, Ont.
"	Cigarmakers' Inter. Union, No. 278	R. A. Schrieber	134 Fullerton St., London, Ont.
"	Order of R. Conductors, London Div., No. 16	H. J. Heath	Hyde Park, Ont.
"	Bro. of Loco. Engineers, W. C. Van Horne Div., No. 528	Geo. A. Dowling	583 Central Ave., London, Ont.
"	Bro. of Loco. Engineers, Dominion Div., No. 68	H. Croach	821 Dundas St., London, Ont.
"	Bro. of Loco. Firemen, Beaver Lodge, No. 117	Wm. F. Begg	880 Van St., London, Ont.
"	Bro. of Loco. Firemen, Ontario Lodge, No. 468	F. B. Bell	500 Oxford St., London, Ont.
"	Order of R. Telegraphers, No. 1	D. L. Shaw	769 King St., London, Ont.
"	Bro. of R. Trainmen, Forest City Lodge, No. 240	David Gilbert	502 Grey St., London, Ont.
"	Bro. of R. Trainmen, London Lodge, No. 415	W. H. Ogilvie	652 Elias St., London, Ont.
"	Bro. of Maintenance of Way, Employees, No. 195	D. Campbell	10 Thornton Ave., London, Ont.

London	Amal. Ass'n. of Street and Electric Ry. Employees, No. 97	A. L. Sparling	London, Ont.
"	United Bro. of Leather Workers', No. 149	Frank Samwell	368 Dundas St., London, Ont.
"	General Teamsters' Union, No. 539	Wm. Burleigh	206 Adelaide St., London, Ont.
"	Federated Ass'n. of Letter Carriers, No. 4	David A. Dibbs	5 Thornton Ave., London, Ont.
"	Bartenders' Inter. League, No. 137	A. G. Edsall	123 High St., London, Ont.
"	Theatrical Stage Mechanics Union, No. 105	A. Holden	347 Morton St., London, Ont.
"	Musical Protective Ass'n. No. 279	J. W. Dwyer	58 Blackfriars St., London, Ont.
"	Journeymen Barbers' Inter. Union, No. 366	S. Thompson	198 Clarence St., London, Ont.
"	Inter. Broommakers' Union, No. 74	G. Lane	577 Princess Ave., London, Ont.
"	United Brewery Workers' Union, No. 318	John Christie	Piccadily St., W., Richmond, London
"	Industrial Union, No. 5	Jos. T. Marks	425 Grey St., London, Ont.
Merritton	Carriage and Wagon Workers' Union, No. 91	Jas. McGarry	Merritton, Ont.
"	Papermakers' Union, No. 71	Henry Byron	Merritton, Ont.
Midland	Bricklayers', Masons' and Plasters' Union, No. 20	Albert Bell	Box 147, Midland, Ont.
"	United Bro. of Carpenters and Joiners of America, No. 817	J. L. Beaudoin	Box 147, Midland, Ont.
"	Inter. Longshoremen's Marine and Transportation Ass'n., No. 199	D. A. Hall	Midland, Ont.
"	Marine Firemen, Oilers and Water Tenders' Union, No. 575	G. T. Gooden	Midland, Ont.
"	Federal Labour Union, No. 31	P. T. Murphy	Midland, Ont.
Mille Roches	Journeymen Stonecutters' Ass'n. of N' A	C. E. Rombough	Cornwall, Ont.
Mitchell	Journeymen Tailors' Union of America	A. R. Gatenby	Mitchell, Ont.
Milton	Threshers' Protective Ass'n. of Canada, No. 10	Bert. McCann	Omagh, Ont.
Newmarket	Threshers' Protective Ass'n. No. 15	James Smith	Queensville, Ont.
Niagara Falls	Bricklayers' and Masons' Inter. Union, No. 27	Ed. J. Jackson	Kitchener St., Niagara Falls Ctr. O.
"	United Bro. of Carpenters and Joiners of America, No. 713	Seymour Johnson	Niagara Falls, Ont.
"	Journeymen Stonecutters' Ass'n. of N. A	Duncan Mayor	Thorold, Ont.
"	Amal. Society of Carpenters and Joiners	E. W. Porter	Imperial Hotel, Niagara Falls, Ont.
"	Bro. of Painter, Decorators and Paper Hangers of America, No. 358	W. H. Day	Niagara Falls, Ont.
"	United Ass'n. Journeymen Gasfitters, Plumbers & Steamfitters, & Steamfitters' Helpers, No. 361	James Sume	Niagara Falls, Ont.
"	Journeymen Tailors' Union, No. 217	Harry Burse	Niagara Falls, Ont.
"	Suspender & Neckwear Workers' Union, No. 10,363	Nellie H. Parry	11 Morrison St., Niagara Falls, Ont.
"	Bro. of Loco. Firemen, Whirlpool, No. 487	Jas. Rhynd	Niagara Falls, Ont.
"	Order of R. Telegraphers, No. 16	J. H. Staley	Falls View, Ont.
"	Bro. of R. Trainmen, Falls View Lodge, No. 379	Walter Brown	Niagara Falls, Ont.
"	Inter. Bro. of Maintenance of Way Employees, No	Wm. McMahon	Niagara Falls, Ont.
"	Bro. of Ry. Carmen, No. 385	P. Doherty	Niagara Falls, Ont.
"	Inter. Ass'n. of Steam Engineers, No. 232	Wm. Church	Southend, Ont.
"	Federal Labour Union, No. 11,581	J. T. Brett	Niagara Falls Centre, Ont.
North Bay	Bricklayers' and Masons' Union, No. 29	Antonio Gagnon	North Bay, Ont.
"	Inter. Ass'n. of Machinists, No. 413	E. G. Freeman	Box 379, North Bay, Ont.
"	Bro. of Railway Carmen (New Ontario Lodge) No. 192	W. C. Shepperd	North Bay, Ont.
"	Order of R. Conductors Nipissing Div., No. 242	Adam Torrance	North Bay, Ont.
"	Bro. of Loco. Engineers, Nipissing Div., No. 308	James Devine	North Bay, Ont.
"	Bro. of Loco. Firemen, North Bay Lodge, No. 234	Jos. Spooner	North Bay, Ont.
"	Bro. of R. Trainmen, Soo Lodge, No. 249	Alex. M. Moore	North Bay, Ont.
"	Bro. of Maintenance of Way Employees, No. 244	Wm. Maltby	Box 468, North Bay, Ont.
"	Journeymen Tailors' Union of A., No. 189	Chris. Armstrong	Box 333, North Bay, Ont.
Orangeville	Bro. of Maintenance of Way Employees, No. 214	Thos. Scarland	Caledon, Ont.
Oshawa	Iron Moulders' Union of N. A., No. 136	R. J. Gray	Box 32, Oshawa, Ont.
"	Piano and Organ Makers' Union, No. 23	John J, Buckley	Oshawa, Ont.
Powassan	Inter. Bro. of M. W. Employees, Div., No. 500	C. Yeo	Powassan, Ont.
Thompson	Inter. Bro. of M. W. Employees, Div., No. 491	W. J. Jewkes	Thompson, Ont.
Ottawa	Bricklayers' and Masons' Inter. Union, No. 14	W. A. Scharf	215 Cambridge St., Ottawa, Ont.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Ottawa	Stonemasons' Inter. Union, No. 7	Benj. Webb	411 Lisgar St., Ottawa, Ont.
"	United Bro. of Carpenters and Joiners, No. 1,734	Thos. Weston	117 Arlington Ave., Ottawa, Ont.
"	United Bro. of Carpenters and Joiners, No. 93	J. L. Paquette	331 St. Patrick St., Ottawa, Ont.
"	Bro. of Painters, Decorators and Paper Hangers of America, No. 200	H. S. Sparham	213 Flora St., Ottawa, Ont.
"	National Painters' Union, No. 2	Samuel Kennedy	111 Henderson Ave., Ottawa, Ont.
"	Operative Plasterers' Inter. Union, No. 124	John J. Green	417 Lisgar St., Ottawa, Ont.
"	Plasterers' Union, No.	W. R. Williamson	32 Frank St., Ottawa, Ont.
"	United Ass'n. of Plumbers, Gas and Steamfitters, No. 71	S. Daughtry	205 McLeod St., Ottawa, Ont.
"	Journeymen Stonecutters' Ass'n. of N. A.	Arthur Kirk	30 Second Ave., Ottawa, Ont.
"	Builders' Labourers' Inter. Pro. Union, No. 4	Thomas Squirrell	112 Percy St., Ottawa, Ont.
"	Carpenters' and Joiners' National Union, No. 2	W. G. Adamson	156 Freil St., Ottawa, Ont.
"	Iron Moulders' Union of N. A., No. 280	Samuel Crooks	82 First Ave., Ottawa, Ont.
"	Inter. Ass'n. of Machinists, No. 412	Wm. J. McCallum	1454 Nepean St., Ottawa, Ont.
"	Pattern Makers' League, Branch of Montreal	Alex. Stoddart	39 Lansdowne Ave., Ottawa, Ont.
"	Bro. of Ry. Carmen, No. 230	John Neill	61 Pine St., Ottawa, Ont.
"	Inter. Typo. Union, No. 102	Arthur Morel	Box 436, Ottawa, Ont.
"	Canadian Typo, Union, No. 1	E. F. Beaudry	208 Bolton St., Ottawa, Ont.
"	Inter. Printing Pressmen's, Union No. 5	Alf. J. Larden	327 Bell St., Ottawa, Ont.
"	Stereotypers' and Electrotypers' Union, No. 50	Arsene Riendeau	219½ Water St., Ottawa, Ont.
"	Inter. Steel and Copper Plate Printers' Union, No. 6	W. H. Kent	408 Gilmour St., Ottawa, Ont.
"	Inter. Bro. of Bookbinders, No.		Ottawa, Ont.
"	Journeymen Tailors' Union of A., No. 143	Sidney H. Curtis	191 Strathcona Ave., Ottawa, Ont.
"	Journeymen Bakers' and Confectioners' Union, No. 101	Oscar Sabourin	271 Church St., Ottawa, Ont
"	United Bro. of Leather Workers on Horse Goods, No. 162	Daniel Daly	Ottawa, Ont.
"	Order of R. Conductors, Randolph Div., No. 29	A. E. Wright	625 Somerset St., Ottawa, Ont.
"	Bro. of Loco. Engineers, Capital Div., No. 168	C. Thébarge	70 Spruce St., Ottawa, Ont.
"	Bro. of Loco. Engineers. Dominion Div., No. 469	J. Johnson	Ottawa, East, Ont.
"	Bro. of Loco. Firemen, F. G. Lawrence Lodge, No. 172	G. N. Clindinning	27 Lorne Ave., Ottawa, Ont.
"	Bro. of Loco. Firemen, Electric City Lodge, No. 81	F. H. Grendal	478 Lewis St., Ottawa, Ont.
"	Order of R. Telegraphers, No. 15	G. Chalmers	Maxville, Ont.
"	Bro. of R. Trainmen, Jubilee Lodge, No. 129	W. A. Perry	463 Metcalfe St., Ottawa, Ont.
"	Bro. of R. Trainmen Ottawa River Lodge, No. 185	Y. H. P. McLeod	418 Nelson St., Ottawa, Ont.
"	Bro. of Maintenance of Way Employees, Ottaw Div., No. 223	Jas. O'Grady	Britannia, Ottawa, Ont.
"	Letter Carriers' Assembly, No. 2,422	W. J. Cantwell	136 Water St., Ottawa, Ont.
"	Bartenders' Inter. Ass'n., No. 321	D. E. Allen	333 James St., Ottawa, Ont.
"	Hotel and Restaurant Employees' Ass'n. of Canada	H. E. Curling	195 Nepean St., Ottawa, Ont.
"	Commercial Union, No. 1	A. Leclerc	277 Clarence St., Ottawa, Ont.
"	Theatrical Stage Employees' Ass'n., No. 95	R. Marcil	210 St. Patrick St., Ottawa, Ont.
"	Musical Protective Ass'n. No. 180	E. J. Cockburn	423 Lisgar St., Ottawa, Ont.
"	Journeymen Barbers' Inter. Union	Arthur W. Land	139 Rochester St., Ottawa, Ont.

THE LABOUR GAZETTE

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THE

LABOUR GAZETTE

MAY, 1907.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF APRIL, 1907.

I.—GENERAL SUMMARY.

THERE was an increase in the activity of general employment during April as compared with March. The increase, however, was less marked than had been anticipated, and was considerably less than took place in the corresponding month of 1906. This was largely the result of backward weather conditions, the season being at least ten days later than that of 1906. The chief delays occasioned thereby were in the agricultural industry, and in railway construction and building operations. The late opening of navigation also affected trade and employment adversely. Unskilled labour remained only partially employed, the arrival of immigrants on an unprecedentedly heavy scale having further increased the supply In western Canada, the continued interruption of railway traffic and the delayed deliveries of last year's grain crop were unfavourable features which were felt over a wide area, the situation being further embarrassed by a stoppage of work in the collieries of Alberta and eastern British Columbia which was the occasion of throwing several thousand men out of employment and threatened to be the cause of widespread interruption to industry. In the closing days of the month, however, conditions gave promise of an early improvement, and with the advent of warm weather the season is expected to be one of the most active in the history of the Dominion. The lumbering and mining industries, in particular, gave every indication of an exceptionally prosperous year, while the amount of railway construction begun or projected was larger than in any previous season. Fishing was dull from seasonal causes; but manufacturing continued busy, notwithstanding that the car shortage hampered the forwarding of goods and raw material. Trade, wholesale and retail, suffered from the prevailing weather conditions, and money was tight; a gradual improvement, however, was looked for with the resumption of outside activity and the increase of transportation facilities It was anticipated at the close of the month that no serious interruption to industry would ensue as a result of the arrangement of schedules to go into force on May 1.

Changes in Wages and Hours.

With the opening of the season of active outdoor employment, there was a movement in nearly all the provinces towards a higher level of wages than obtained at the corresponding period of 1906. In connection with the demand for men in the agricultural, lumbering and mining industries, the tendency was in a marked degree upward, while for railway construction employees and unskilled labour the wages offered were fully as high as those prevailing during the period of greatest activity in 1906. In the building trades the arrangement of schedules to go into effect on May 1 was actively in progress, and many increases

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

had been granted. The following is a statement, by industries and groups of trades, of the more important changes concerning which a report was made to the Department during April, 1907.

Agriculture.—The wages offered to immigrants at Toronto, Ont., for employment on farms throughout the province, were about ten per cent. higher than last year.

Lumbering.—In connection with the engagement of men for the drives, wages were on a higher level than last year, the prevailing minimum in Ontario and the eastern provinces being $2.25 per day. On the opening of the saw-mills in the same provinces, a higher scale went into effect at many points. At Ottawa, Ont., and vicinity, some 3,000 mill hands had their wages increased from an average of $1.35 per day to an average of $1.60 per day, representing an annual increase in the pay-roll of over $100,000.*

Mining. — Shovellers, carmen, ore sorters and surfacemen employed at Rossland, B. C., received an increase in wages of 25 cents per day, dating from May 1.

Building.—The following are the more important changes with regard to which detailed information was received at the Department during April. Carpenters and lathers at Hull, Que., were granted an increase in wages of 25 cents per day. Carpenters at Belleville, Ont., received a 10 per cent. increase on April 1. Carpenters (140), plasterers (40) and lathers (25) at Peterborough, Ont., had their wages raised, dating from April 1 in the case of the first mentioned class, and May 1 in the case of the two last classes. Carpenters at New Westminster, B.C., were increased from 35 to 43¾ cents per hour on April 1. Painters and decorators at Maisonneuve, Que., had their wages raised from 22½c. to 25c. per hour. Painters and paper hangers at Belleville, Ont., received an increase of 25 cents per day. Painters at Port Arthur, Ont., received a raise in wages of 2½ cents per hour. Painters (50) at Edmonton, Alta., received a new scale on April 1 involving an increase from $3.25 to $3.60 per eight-hour day. Builders' labourers at Hull, Que., were increased by 10–20 cents per day. Builders' labourers (250) at Hamilton, Ont., had their wages increased from 25 to 28 cents per hour from April 15.

Metal and engineering.—Iron moulders and coremakers at Montreal, Que., obtained a minimum scale of $2.75 in the case of the former and $2.40 per day in the case of the latter, an increase of 25 cents per day for the former and of 20 cents per day for the latter.(*) This scale was granted by 32 firms. Sheet metal workers (150) at Toronto, Ont., were granted an increase of 2½ cents per hour. Employees (200) of the Hamilton Iron and Steel Company at Hamilton, Ont., received an increase in wages from 15 to 16½ cents per hour from April 8. Structural iron workers (150) at Toronto, Ont., were advanced from 30 cents to 32½ cents per hour.

Woodworking.—Picture frame workers and gilders (38) in the employ of two firms at Toronto, Ont., were granted an increase of 15 per cent. Employees (50) of the Canada Wheel Company at Merritton, Ont., received an increase of 12½ per cent. Sash and door factory workers at Calgary, Alta., had their hours reduced from 10 to 9 per day without reduction in pay.

Clothing.—Shoe factories at Quebec, Que., adopted the Saturday half holiday, beginning April 13. Tailors (50) at Calgary, Alta., had their wages increased from 28 to 35 cents per hour on April 1.

Textile.—Employees of the Dominion Textile Company numbering some 5,000 will receive an increase. Cotton mill employees (1,000) at Hamilton, Ont., had their wages increased 5 per cent. and hours reduced three per week.

Leather.—Certain employees of Duclos and Payen, boot and shoe manufacturers at St. Hyacinthe, Que., received a voluntary increase in wages of 10–12 per cent.

General transport.—Teamsters at St. Catharines, Ont., had their wages increased from $39.00 to $40.00 per month. Certain steamboat employees at New Westminster, B. C., were ad-

*See report of Ottawa, Ont, and Hull, Que., correspondents.

* See report of Montreal correspondent.

vanced $5.00 per month. Employees of the Great Lakes marine received higher wages than last year.

Railway employees. — Roadmasters, foremen and sectionmen in the employ of the Grand Trunk Railway Company will receive an increase of 10 per cent. in wages beginning in May; about 1,500 men will be affected by the change. From May 1, also, maintenance-of-way employees of the Canadian Pacific Railway Company will have their pay advanced. At the main points of the company's system east of Port Arthur the increase in the case of foremen will be from $2.25 to $2.75 per day and in the case of the men from $1.50 to $1.60. West of Port Arthur the general increase amounted to 20 cents per day. (*) Freight handlers and checkers employed by both the above companies received increases at certain points.

Street railway employees.—By a rearrangement in schedule, the earnings of motormen and conductors at Hull, Que., were increased $10.00 per month.

Civic employees.—Civic firemen, policemen and labourers at Quebec, Que., will receive an increase after May 1. Employees (17) of the Light, Heat and Power plant at Kingston, Ont., were granted 5 per cent. increase in salary making an aggregate of $550 yearly. Civic employees (18) at London, Ont., received increases ranging from $10 to $400 per year. (†) Labourers in the employ of the municipality of Berlin, Ont., (50) had their wages increased ten cents per 9-hour day. Civic firemen and policemen at Windsor, Ont., received an advance dating from April 1. (‡) Civic employees at New Westminster, B. C., were increased from $5.00 to $30.00 per month dating from March 1.

Government employees.—It was announced by the Hon. the Postmaster-General that the remuneration of rural postmasters throughout Canada would be increased at an early date. The outside employees of the Customs service will also receive an increase.

* See report of Winnipeg correspondent.

| See report of London correspondent.

‡ See report of Windsor correspondent.

Miscellaneous.—The Canadian Pacific Telegraph Company will increase the wages of its employees $5.00 per month.*

Unskilled labour.—On the opening of the season of activity unskilled labour throughout a large portion of Canada received higher wages than last year. In many localities the increase amounted to 25 cents per day.

Cost of Living.

Farm produce, in many localities, was higher in price than at the corresponding period of 1906, owing to the backward season and the unfavourable condition of the roads. Milk, however, declined in price over a wide area. The price of live hogs in Ontario also declined and deliveries were light. Maple syrup was about ten cents per gallon higher than last year. Coal was high owing largely to the interruption of railway traffic. At Winnipeg, Man., in particular, a shortage of fuel caused considerable embarrassment and prices were very high. Hotel rates advanced in certain sections of Quebec. At New Westminster, B. C., also, hotels and boarding houses were reported as having raised their prices $1.00 per week. At Peterborough, Newmarket, Berlin, Guelph and many other points in Ontario, small houses continued very scarce and rents were correspondingly high. Further advances in the price of lumber went into effect at different points in April. Prices of iron, steel and other metals remained firm and unchanged. As an indication of recent tendencies in the price of construction material, it was stated that at Toronto, Ont., the cost of building a street car for the local company was $500 more than at the same time in 1906.

Interruptions to Industry.

Among industrial establishments, etc., destroyed by fire or through other causes during April, 1907, the following, as reported in the press of the Dominion, may be mentioned:

Nova Scotia.—Wharf, warehouse and adjoining property at Halifax, loss, $10,000; Restaurant at Louisbourg.

* See report of Vancouver, B. C., correspondent.

New Brunswick.—Portion of pulp mill at Chatham, 190 men out of employment for 10 days; Restigouche Lumber Mills at Dalhousie, loss, $80,000, a number of men out of employment; Scott Lumber Mill at Fredericton, loss, $5,000; Lumber Mill at Scott's Settlement, loss, $2,000; shingle mill at New Mills; barn at Penfield Centre.

Quebec.—Saw mill at Abercorn; saw-mills at Brome Centre; Crescent Company's plant at Longue Pointe; sash and door factory, and asphalt paving plant, at Montreal on May 2; engineering building of McGill University, loss $600,000 at Montreal on May 5; central portion of medical building, McGill University, loss, $500,000, at Montreal on April 16; Canada steam laundry, loss, $30,000 at Montreal on April 18; wholesale grocery warehouse, loss $600,000, at Montreal on April 20; paint factory at Montreal on April 24; general store at Marbleton, loss $3,000; paper mill at Pont Rouge; a portion of the Bon Pasteur Convent at Quebec; Whitings' business block and Modern Bedstead Factory at Sherbrooke, loss, $20,000, 30 hands thrown out of employment; boarding house at Shawinigan Falls, loss, $13,000.

Floods carried away a quantity of pulpwood from booms and fastenings, valued at $100,000 at Etchemin.

Ontario.—Leather store at Brantford, loss, $2,000; saw mill at Byron, loss, $5,000; summer hotel and contents at Gananoque, loss, $90,000; oil storehouse at Guelph, loss, $1,000; eight stores and stock at Hastings, loss, $75,000; business portion of Latchford, loss, $30,000; hotel and stable at Lion's Head; hat and cap factory at London, loss, $10,000; general store at Newtonbrook, loss, $10,000; skating rink at Niagara Falls, loss, $15,000; planing mill at Oshawa, loss, $20,000; carpenter shop at Parry Sound, loss, $1,500; business block at Port Elgin; Watt's foundry at Ridgetown, loss, $2,000; ground wood pulp factory at Sault Ste Marie, loss, $200,000, 250 men thrown out of employment; hotel and blacksmith's shop at Stoco, loss, $15,000; stables and sheds at Stratford; Dominion Paving Co's Plant, at Toronto on April 8; business block, loss, $20,000, at Toronto on April 16; piano factory, loss, $4,000, at Toronto on April 12, 250 men thrown out of employment; brass foundry, loss, $3,000, at Toronto on April 23; storage warehouse and Davies' brewery, loss, $158,750 at Toronto on April 30; general store at Sundridge, loss, $1,200; schoolhouse in Verulam township; Beemer hotel at Waterford; Machine Company's building at Welland, loss, $30,000.

Barns and contents at Belleville, Dutton, East Leeds, Niagara Falls, Newcastle and St. Catharines.

Manitoba.—Grocery store at Brandon, loss, $5,000; two stores at Emerson, loss $3,000; hardware warehouse at Winnipeg, loss, $40,000; smoke-house, loss, $5,000 at Winnipeg.

Saskatchewan.—Two business blocks at Carlyle, loss, $15,000; departmental store at Macoun, loss, $20,000; general store, post office and Northern Bank at Midale.

Alberta.—Business block at Daysland, loss, $20,000; business block at Calgary, loss $16,400; drug and furniture store at Strathcona, loss, $22,000.

British Columbia.—C. P. R. section house at Bear Creek; Chinese laundry at Boundary Creek; saw-mill at Port Blakeley, loss, $300,000; then Chinese district of Steveston, loss, $12,000.

In the opening week of the month a severe snow storm caused considerable interruption to railway traffic in Manitoba and Saskatchewan with resulting inconvenience to industry. The Canadian Northern Railway system was particularly affected, and a number of immigrants and settlers were delayed in reaching their destination. The district lying between Regina and Prince Albert chiefly suffered.

The number of trade disputes during April was 36 compared with 14 in March, and 21 in the corresponding month of 1906. The loss in working days was 89,150, compared with 10,756 in March, 1906, and 28,950 in April, 1906.

The most serious interruption to industry caused by industrial disputes during April was stoppage of work in the coal mines of Alberta and eastern British Columbia as a result of the failure of negotiations between the workmen and operators in connection with the renewal of a trade agreement which expired on April 1. Several thousand men were immediately affected by this dispute, and the indirect results threatened to be of a far reaching character. The smelters which treat the ores of the metalliferous mines of British Columbia, the manufacturing industry throughout the provinces of Saskatchewan and Alberta, and the general market for fuel for trade and domestic purposes over a considerable portion of western Canada, are almost wholly dependent on these mines for their supply of coal. Still more serious in its immediate effect upon industry was the threatened interruption to railway traffic. As a result of the severe winter and the prevailing shortage of rolling stock the different lines were already in a very congested condition throughout the west, the amount of wheat still unmarketed being greater than in any previous year at this time, and the volume of immigration and trade being unprecedentedly large. Mr. W. L. Mackenzie King, the Deputy Minister of Labour, left for Fernie, B. C., the chief centre of the industry affected, on April 20, with a view to the explanation of the Industrial Disputes Investigation Act, 1907, a reference of the dispute under the provisions of the Act having been asked, and to lend the good offices of the Department for the promotion of peace. At the close of the month there was every indication of an early settlement of the difficulty.*

* A special article dealing with the action of the Department in connection with the enforcement of the Act is published elsewhere in the present issue. See also the reports of Calgary, Alta., and Nelson, B. C., correspondents. See also the article dealing with trades disputes of the month.

Conditions in the Industries and Trades.

Conditions of employment during April in the several industries and trades throughout Canada, as indicated by the reports of correspondents of the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:

Agriculture.

The season was from ten to fifteen days late throughout Canada, and the month, in consequence, was comparatively unfavourable for agriculturists. Seeding was in progress in western Canada, but had not been begun in Ontario or the eastern provinces until the closing days of the month. The alternate cold and warm weather caused damage to wheat and clover in Ontario, and the fruit outlook was less favourable at the close than at the opening of the month. Fair yields, however, are anticipated, the trees having wintered exceptionally well in the principal fruit growing districts. Work in connection with the pruning, spraying and cultivation of orchards gave considerable employment during April. Insect pests were reported less destructive than usual. A grant was made in this connection, by the Ontario Government, to assist fruit growing associations in the work of spraying orchards during 1907. The number of associations to receive the assistance must not exceed 100 and at least 25 acres of fruit trees must be thoroughly sprayed by each outfit. Vegetables, especially tomatoes, were affected by the adverse weather conditions, the season having been very unfavourable for hotbeds. The outlook in the dairying branch was favourable, cattle having wintered well, though pastures have suffered somewhat from exposure and heaving in southern Ontario. A number of cheese factories had begun operations. Weather conditions were very favourable for the manufacture of maple sugar, and prices were higher than last year. Market prices in general were higher than in April 1906. In western Canada the amount of grain marketed was largely in excess of that of the corresponding period of 1906, though the interruption to railway traffic and the late opening of navigation seriously delayed the forwarding of deliveries. Labour continued scarce, especially in the central and eastern provinces, notwithstanding that the wages offered to immigrant and other farm help were stated to be at many points fully 10 per cent. higher than last year. A number of meetings of agricultural societies, cheese boards, etc., were held during April.

Fishing.

Arrivals of fish stuffs at Halifax, N. S., were light, though in the opening weeks of the month shipments were heavier than in March and represented fair catches of halibut, haddock and cod. Lobster fishing on the Atlantic was impeded by rough weather and ice; some fair catches, however, were reported west of Halifax. It was stated that the price at which lobsters will be delivered to the packers during the present season will be higher than last year. The harbour fisheries had a poor month, gaspereaux being scarce. On the whole, the chief work of the month in the Maritime provinces was in connection with preparations for the summer season. The Lunenburg, Mahone Bay and LaHave Island fleets, numbering about 50 sail, were fitted out for the Grand Banks. These fleets were smaller in number than in some years past. It was stated that improvements would be made this year in the barrels used in connection with the packing of herrings cured by the Scotch method in the Maritime Provinces. Regulations governing the oyster and the hard shell clam, or quahaug, fisheries were issued by the Dominion Government during April. Rough fish were taken in fair quantities on the great lakes. In British Columbia spring and red salmon fishing was beginning and preparations were actively under way for the sockeye season.

Lumbering.

In Ontario, Quebec and the Maritime Provinces, lumbermen had an exceptionally favourable ending of the season in the woods, with plenty of snow to assist in the hauling of the logs to the streams.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue in the several trades and industries throughout the Dominion. This table has reference only to the amount of em- treated under separate headings in the *Gazette*. In tabulating the information in question the terms employed are or unfavourable, as follows: (1) active, busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Quiet	Dull	Active	Very busy	Very busy	.....	Quiet
Westville	Quiet	.....	Busy	Busy	Active	.....	Active
Halifax	Active	Quiet	.....	Active	Active	.....	.....
Amherst	Dull	Active	Busy	Busy	Very busy	.....	Active
Prince Edward Island—							
Charlottetown	Quiet	Quiet	.....	.....	Active	.....	Active
New Brunswick—							
Moncton	Quiet	Quiet	Active	Active	Busy	Active	Active
Chatham	Active	Quiet	Active	.....	.....	.....	Quiet
St. John	.....	.....	Busy	.....	.....	.....	Quiet
Quebec—							
Quebec	Active	.....	Busy	.....	Active	Busy	Active
Three Rivers	Active	Dull	Busy	Dull	Active	Very busy	Active
Sherbrooke	Active	.....	Active	Very busy	Busy	Active	Busy
St. Hyacinthe	Active	.....	.....	.....	Busy	.....	Quiet
Montreal	.....	.....	.....	.....	Active	.....	Active
Maisonneuve	.....	.....	.....	.....	Busy	.....	Busy
Hull	.....	.....	Busy	Busy	Very busy	.....	Active
Ontario—							
Ottawa	Active	.....	Busy	.....	Busy	.....	Busy
Kingston	Busy	Active	Dull	Busy	Active	Active	Active
Belleville	Active	Active	Quiet	Active	Busy	.....	Busy
Peterborough	Active	Dull	Very busy	Dull	Busy	.....	Active
Toronto	Active	.....	.....	.....	Busy	Active	Active
Niagara Falls	Quiet	Quiet	.....	.....	Busy	Active	Busy
St. Catharines	Active	.....	.....	.....	Busy	Active	Active
Hamilton	Quiet	.....	.....	.....	Busy	Busy	.....
Brantford	Active	.....	.....	.....	Very busy	Busy	Active
Guelph	Quiet	.....	.....	.....	Active	.....	Quiet
Berlin	Quiet	.....	.....	.....	Busy	.....	Quiet
Woodstock	Quiet	.....	.....	.....	Very busy	.....	Active
Stratford	Active	.....	.....	.....	Active	.....	Busy
London	.....	.....	.....	.....	Very busy	.....	Busy
St. Thomas	Active	.....	.....	.....	Busy	Quiet	Quiet
Chatham	Active	.....	.....	Busy	Busy	.....	Quiet
Windsor	Quiet	.....	.....	.....	Busy	.....	Busy
Sault Ste. Marie	.....	.....	Active	.....	Very busy	.....	.....
Manitoba—							
Winnipeg	Quiet	.....	.....	.....	Busy	Quiet	Active
Brandon	Active	.....	.....	.....	Active	Busy	Quiet
Saskatchewan—							
Moose Jaw	Dull	.....	.....	.....	.....	.....	Active
Alberta—							
Calgary	Quiet	.....	.....	Dull	Busy	.....	Busy
Edmonton	Dull	.....	Busy	.....	Busy	.....	Busy
British Columbia—							
Nelson	.....	.....	Very busy	Very busy	.....	.....	.....
New Westminster	Active	Quiet	Very busy	.....	Busy	.....	Active
Vancouver	.....	.....	Very busy	.....	Active	.....	Quiet
Victoria	.....	Quiet	Very busy	Busy	Very busy	.....	Active
Nanaimo	Busy	Quiet	Very busy	Very busy	.....	.....	* Quiet

*Carpenters busy.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE, SERIES G., No. 40.

CANADA DURING THE MONTH OF APRIL, 1907.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment ployment prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are divided into two groups, the order indicating in each the degree to which general conditions were favourable

Metal, Engineering Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	Active	Active
.....	.....	.....	.....	.....	.....	.....	.....	Active
Active	Active	Very busy	Quiet	.....	Active	Active	.....	Active
Busy	Very busy	Very busy	.....	.....	Active	Busy	.....	Busy
Active	Active	Active	Active	Active	Active	Active	Active	Active
Active	Active	Very busy	Busy	Active	Active	Busy	Active	Active
Busy	Active	Busy	Active	Active	Busy	Busy	.....	
Active	Active	Busy	Active	Active	.....	Busy	Busy	Active
Busy	.....	Busy	Active	Active	Active	Busy	Active	Active
Active	Active	Busy	Active	Active	Active	Busy	Active	Active
Busy	Busy	Busy	Very busy	Busy	.....	Busy	Active	Active
Busy	Busy	Busy	Busy	Busy	Busy	Active	Active	Active
Busy	Active	Active	Busy	Busy	Active	.....	Busy	Active
Busy	Active	Active	Active	Active	Active	Quiet	Active	Quiet
.....	Busy	.....	.....	.....	.....	.....	.....	Active
Busy	Busy	Very busy	Busy	.....	.....	Busy	.....	.....
Active	Active	Busy	Busy	Busy	.....	Busy	.....	.....
Active	Busy	Busy	Very busy	Active	Active	Busy	Busy	Active
Busy	Active	Busy	Busy	Active	Busy	Busy	Active	Active
Busy	Active	Active	Busy	Active	Active	Active	Active	Active
Busy	Active	Active	.....	.....	.....	Active	Busy	Active
Active	Active	Busy	Active	Active	Active	Active	Active	Active
Active	Active	Busy	Busy	.....	Active	Busy	.....	Active
Very busy	Busy	Busy	Busy	Busy	Active	Very busy	Busy	Active
Active	Busy	Active	Very busy	Busy	.....	.....	Busy	Active
Active	Active	Active	Active	Active	Busy	Active	Active	Quiet
Active	Very busy	Active	Very busy	Active	Active	Busy	Busy	Active
Active	Busy	Very busy	Busy	Active	Active	Very busy	Active	Active
Busy	Busy	Very busy	Very busy	Very busy	.....	Very busy	Busy	Active
Active	Active	Active	Very busy	Active	.....	Active	Quiet	.....
Active	Active	Active	Quiet	Active	Active	Busy	.....	Quiet
Busy	Active	Active	Very busy	Active	Busy	Active	Active	Busy
.....	.....	.....	.....	.....	.....	Quiet	.....	Quiet
Busy	Active	Very busy	Busy	Busy	Very busy	Busy	Busy	Active
Active	Quiet	Active	Busy	Active	Dull	Busy	Busy	Dull
.....	.....	.....	.....	.....	.....	Very busy	.....	Busy
Active	Active	Active	Active	.....	Active	Busy	Active	Quiet
Busy	.....	Busy	Busy	Busy	.....	Busy	Active	Quiet
.....	.....	.....	.....	.....	.....	.....	.....	Active
Active	Active	Active	Active	Active	Active	Active	Active	Busy
Busy	Active	Active	Active	Busy	Active	Very busy	Active	Quiet
Busy	Active	Busy	Busy	Busy	.....	Busy	Busy	Active
Active	.....	Active	.....	.....	.....	Very busy	.....	Very busy

By the closing week of March, the men had returned from the camps, reporting, for the most part a heavier cut than last year. During April, the work of driving became general, the weather, though backward as compared with 1906, and the height of water in the streams, being favourable, and the logs running freely. Men were in active demand for this work, being in some localities difficult to secure, though wages ranged from $2.25 per day up. Saw-mills throughout these provinces were placed in readiness for the season and in nearly all localities had commenced sawing by the closing week of the month. In the case of the mills in the Ottawa Valley, sufficient staffs of men were hard to obtain, though wages were materially increased.(*) Operations were in consequence somewhat delayed at certain points. The outlook is for a busy season owing to the favourable reports received from the drives and to prevailing trade conditions, exports recently having been heavy and the general demand expanding, with prices firm to upward. In British Columbia the exceptionally active conditions which have existed for several months past continued, production in the camps and mills being limited only by the capacity of plants and the amount of labour obtainable. Shipments were delayed at several points through lack of transportation facilities and the demand for logs was still in excess of the supply.

During the past winter season an officer of the Provincial Board of Health of Ontario conducted an inspection of various lumber, mining, railway construction and other camps situated in the unorganized districts of the province, for the purpose of enforcing the regulations drawn up in the interest of the employees regarding sanitary conditions. It was found in a number of cases that the regulations as to the forwarding of information regarding the location of camps and the providing of medical attendance for workmen had not been carried out. No prosecutions were made, however, as the firms expressed their willingness to comply with the regulations. The regulations in question were revised and approved by the Lieutenant Governor in Council under date of September 7, 1906.

The report of a special committee of the House of Commons appointed during February for the purpose of inquiring into the operations of an alleged combine between manufacturers and dealers in lumber in western Canada, was presented to the House of Commons on April 19.* The committee, it was stated, held thirty-three sittings during the course of its enquiry and examined thirty-two witnesses, as well as a large number of books, letters, price-lists and other documents presented as exhibits. With reference to the existence of a combine the report stated as follows:

"Your Committee are of the opinion that the prices charged for lumber to consumers in the provinces referred to are excessive.

Your Committee find that there has existed for some years past, and still exists, an association known as 'The Western Retail Lumbermen's Association.' This association included all three Provinces until recently, when the dealers of Alberta formed a similar association of their own called 'The Alberta Retail Lumber Dealers' Association.' These two associations amount in the opinion of your Committee to a combination, and the objects and results of the operations of these two associations have been to unduly enhance the said prices, as appears from the price-lists themselves and the by-laws, minute-books and correspondence, and evidence of witnesses, in regard to the said operations.

Your Committee also find that more recently the manufacturers formed associations known as 'The British Columbia Lumber and Shingle Manufacturers' Association' and 'The Mountain Lumber Manufacturers' Association,' which, in the opinion of the Committee, amount to a combination, and co-operated with the said retail associations, and on the part of these manufacturers a good deal of evidence was submitted to show that their prices were not excessive, but before concurring in that view your Committee think there should be more evidence as to the cost of production to the manufacturers.

Your Committee also had to take into consideration the fact that the cost of lumber to the settler is materially affected by the cost of freight, as well as by the cost to and profits to the manufacturer and retailer."

Chairs in forestry and agricultural chemistry will be installed in the University of New Brunswick during the present year.

Mining.

As a result of the late opening of navigation shipments from the Nova

* See report of correspondents for Ottawa, Ont., and Hull, Que., in the present issue,

* For the text of the resolution adopted by the House of Commons appointing this committee see the *Labour Gazette* for March, 1907; page 935.

Scotia collieries during April were considerably lower than during the corresponding month of 1906. In March, also, shipments fell below those of March, 1906. Trade conditions, however, were very favourable and the mines were increasing their staffs and output. In connection with the shipping season of 1907, it was stated that the Dominion Coal Company would employ the largest fleet of steamers, with regard to carrying capacity, ever put into commission by the company. The total capacity of the fleet will be about 106,650 tons. The number of steamers chartered by the Nova Scotia Steel and Coal Company for the season of 1907 is also larger than in any previous year.

The asbestos mines in Quebec were taking on additional men; and mica mining was very active. In eastern Ontario, and in the oil regions in south-western Ontario, development work had been actively resumed. Shipments continued heavy from the Cobalt camp, though difficulty in securing machinery was reported by several companies. Prospecting in the Larder Lake district was very active, a large number of men having already gone into the district. In the Thunder Bay district the industry was exceptionally active, a number of old mines having been re-opened and the work of development resumed. In Alberta and British Columbia the stoppage of work in the coal mines, above referred to, led to far-reaching and injurious consequences, both directly in the mines affected and in a number of smelters dependent thereon for their supply of coke. The metalliferous mines of the interior of British Columbia were also affected.(*) Apart from this interruption, the general condition and outlook of the industry were favourable, the expansion which began several months ago having been further evidenced in the opening up and reworking of a number of properties during March and April, though the lack of transportation facilities during the past winter caused a falling off in shipments, compared with the corresponding period in 1906. On Vancouver Island work in the coal mines was very busy, the several properties being operated to the limit of their capacity.

As a result doubtless of the hindrance to transportation during the past winter, the tonnage returns from the mines of the Boundary District for the first quarter of 1907 showed a diminution compared with the corresponding period of 1906, the total output for the first three months of 1907 amounting to 221,637 tons, whereas the total was upwards of 320,000 in 1906. By months the returns were:

January	60,003 tons.
February	53,965 "
March	107,669 "

The following are the detailed returns of the March output in tons:

Granby Mines		63,826
Snowshoe		7,450
British Columbia Copper Company:		
Mother Lode	13,040	
Emma	735	
B. C. Mine	1,430	
		15,205
Dominion Copper Company		
Brooklyn	9,391	
Rawhide	7,520	
Sunset	3,249	
Mountain Rose	489	
		20,469
Morrison		309
Providence		90
Skylark		60
Riverside		20
Sally		20
Total for March		107,669

At the annual meeting of the Crow's Nest Pass Coal Company, held on May 1, a dividend of 10 per cent. was declared, representing earnings of $350,000.

Manufacturing.

The month was a busy one in almost every branch and locality, establishments working for the most part with full staffs, and in many instances, overtime, to keep up with orders. Among branches which were particularly active may be mentioned iron and steel establishments and confectionery establishments. Boot and

* For a reference in detail to this dispute, see special article published elsewhere in the present issue, under the heading, "The Industrial Disputes Investigation Act." See also reports of correspondents for Calgary, Alta., and Nelson, B. C.

shoe factories were less active than in March from seasonal causes. Cotton mills were exceedingly busy and the erection of several extensive factories and additions to plants were in contemplation. The Mount Royal Spinning Company, Limited, for example, was recently incorporated with a capitalization of $3,000,000 and will at once proceed with the erection of a mill in Montreal, Que., to contain about 1,200 looms and 40,000 spindles and to employ about 800 hands. The machinery and land required by this company have been already purchased. The Wabasso Cotton Company of Montreal, Que., was incorporated with a capital of $1,750,000; and arrangements for the erection of a mill at Shawinigan Falls, Que., by the Dominion Textile Company were in progress. The late opening of navigation and the congestion of railway traffic in western Canada caused some embarrassment, but the outlook was generally favourable for an exceptionally prosperous season.

Railway Construction.

The beginning of operations was held back by weather conditions, but the month was much more active than March. Men were in demand for the camps. Heavy shipments of equipment, consisting of construction locomotives, ballast cars, flat cars, steam shovels, etc., were forwarded to Western Canada in the closing week of the month, and some heavy contracts awarded for the handling of steel rails. It was stated that a number of sub-contracts would be let shortly by the Grand Trunk Pacific Construction Company and that work would be begun during May on the Quebec-Grand Falls section, with an initial staff of 800 men.

In British Columbia, in the Fraser Valley, railway construction was active on the route of the V. V. and E. Railway. Good progress was reported in connection with the location of the Grand Trunk Pacific Railway line across the province, though actual construction had not been begun.

Messrs. Mackenzie and Mann recently concluded an arrangement with the New Brunswick Government relating to the construction of a railway in the St. John River Valley. The road will start at Centreville, some 20 miles from Woodstock, and will run thence to Fredericton, and thence to Moncton and St. John. The New Brunswick Government, at its last session, also agreed to guarantee the entire 110 miles of the International Railway at $8,000 a mile, the bonds being for fifty years at 4 per cent. This road is to run from Campbellton to St. Leonard's on the St. John River. Thirty miles of track have already been laid from the Campbellton end and three additional miles have been graded, leaving 77 miles yet to be constructed. The contractor will as soon as possible put 2,000 men at work, having made arrangements to secure 1,000 men in England and Wales.

In connection with construction operations on the Temiscamingue and Northern Ontario Railway, it was stated that work was late in starting and that labour was scarce, the wages paid varying from $1.75 to $2.00 per day.

During April, a contract was awarded by the Canadian Pacific Railway Company for the construction of a branch between Peterborough and Victoria Harbour, Ont., a distance of 100 miles, involving an expenditure of about $2,000,000. The contract was awarded to the Toronto Construction Company. The work will be commenced immediately as the road is to be ready for operation in 1908.

It was stated that the Canadian Northern Railway Company had 140 locomotives on order, as follows:

From the Canadian Locomotive Co., Kingston, 55 locomotives to be delivered at the following dates:—15 in ten weeks from April 25, 1907; 15 in nine weeks from August 1, 1907; 25 during March, April, May, 1908.

From the Locomotive and Machine Company of Montreal:—45 locomotives at the following dates:—10 in three weeks from April 29, 1907; 15 in four weeks from September, 1907; 20 in five weeks from December 1, 1907.

From the Canada Foundry Co., Toronto:—40 locomotives at the following dates:—5 locomotives per month, beginning June 15, 1907, until the whole are delivered.

General Transport.

As a result of the heavy volume of general trade, the exceptionally large numbers of immigrants and settlers

arriving, and the delayed opening of navigation, railway employees of all classes had a very busy month. In western Canada the congestion of traffic was very severe, owing in part to the accumulation of freight from the winter, and largely to a snow storm which occurred in the opening week of the month and which for a time completely interrupted transportation in Northern Saskatchewan, the lines of the Canadian Northern Railway Company being those chiefly affected. A widespread scarcity of rolling stock, particularly of motive power for which it is at the present time very difficult to place orders for early delivery, was also complained of. Some embarrassment was caused in Alberta through the shortage of coal caused by the stoppage of work in the mines above referred to.

Owing to weather conditions and the freight congestion in western Canada, railway earnings were less during April, 1907, than in April, 1906. Net profits, however, of the Canadian Pacific Railway Company for the nine months ending March 31, 1907, showed an increase of approximately $1,500,000 over the corresponding period of 1905–06. The last half year's report of the Grand Trunk Railway Company showed gross receipts of £3,584,874, an increase of £295,854 over the preceding year. The net profits were £1,023,350 an increase of £80,073.

The attention of the Attorneys General of certain of the provinces was recently directed by the Board of Railway Commissioners for Canada, acting on reports of the Board's Inspector of Accidents, to cases in which employees of railway and other transportation companies were held to have been guilty of criminal negligence. In the case of an accident occuring at Ste. Rose, Que., on the line of the Canadian Pacific Railway, on July 30, 1906, a copy of the evidence and of the report of the inspector was sent to the Hon. the Attorney General of Quebec with a statement that the Board considered that in view of the numerous accidents on railways the Department of the Attorney General should take into consideration the prosecution of parties appearing to be guilty of gross negligence on the occasion of the said accidents, and that the evidence and report be published with a view of determining whether criminal proceedings should be taken against the parties named in the report as guilty of negligence. Similar action was taken by the Board with respect to an accident which occurred at St. Bruno, Que., on November 2, 1906, and the Board have since been informed that instructions have been given to the Crown Prosecutor in Montreal to lay a charge of manslaughter against the party named in the report. Action has also been taken along similar lines by the Board with regard to an accident occurring at Guelph Junction, Ont., on the Grand Trunk Railway on September 22, 1906;* to an accident at St. Thomas, Ont., on the Père Marquette Railway on August 4, 1906, and to an accident occurring at Charlevoix Street, Montreal, Que., on the Grand Trunk Railway, on January 20, 1907.

Navigation was considerably later in opening this year than in 1906. The following is a statement with regard to the date of opening in the more important Canadian ports:

The first vessel to arrive at Sydney, N.S., reached that port on April 24.

The opening of navigation on the St. John River, N.B., took place on April 26, when the first boat from Fredericton reached St. John, N.B.

The first vessel to arrive at Quebec, Que., from Europe was the SS. "Marina," of the Donaldson Line, which arrived on April 27. The first vessel to arrive at Quebec, Que., during the season of 1906 was the SS. "Turbina," which reached Quebec on April 25. The first coasting vessel of the season arrived on April 4, 1907.

The St. Lawrence channel above Quebec was not open to navigation on April 30.

The port of Toronto, Ont., was opened for the season of 1907 by the arrival of the steamers "Macasa" and "The Lakeside" on April 1. The opening of navigation in previous years occurred as follows; 1906, March 10; 1905, March 27; 1904, April 13; 1903, March 20, and 1902, March 20.

At Sault Ste. Marie, Ont., navigation opened on April 25, being 11 days latter than in 1906. The following statement shows the date of openings at Sault Ste. Marie since 1895:

1895	April 23
1896	" 18
1897	" 21
1898	" 13
1899	" 29
1900	" 22
1901	" 27
1902	" 4
1903	" 9
1904	May 5
1905	April 14

* At the Spring Assizes held at Guelph, Ont., during April, the conductor of the special train which collided with a regular train on the date mentioned, causing this accident, was found guilty of manslaughter with a recommendation to mercy. A report of this decision will be published in the June, 1907, number of the *Gazett*

The steamer "Midland Prince" reached Fort William and Port Arthur on April 29, being the first craft to enter these ports. The steamers "Mullins," "Colby" and "Andrews" followed, their arrival with a large fleet in their rear relieving danger of a coal shortage. The first vessel of the season of 1906 arrived on April 15.

Navigation on the Skeena River, B.C., opened in the third week of April.

At Montreal, Que., the outlook was for a heavy traffic in both passengers and freights during the navigation season of 1907. The number of immigrants to arrive promises to exceed any previous year, and there was already reported a considerable demand for space owing to the congestion of freight on the Canadian lines during the winter season. The lake carrying companies have increased their capacity, three new steel steamers having been purchased in Great Britain by the Canadian Lake Line, with a carrying capacity of about 2,000 tons each.

The closing month of winter navigation at St. John, N. B., was very active, but the total value of exports has been less than in the preceding year owing to the car shortage and unfavourable weather conditions in western Canada.

The Trades.

Building.—The backward weather delayed the beginning of outside operations, but employment became general in the closing week of the month. The arrangement of schedules for the season of 1907 was in progress, and at many points increases had been granted to several classes. There was little loss of time through strikes during April, and the outlook was that no serious interruption to operations would occur from this cause in any of the chief centres. The year promises to be an exceptionally active one, especially in western Canada and in the larger cities elsewhere. Permits at several important centres exceed in number those issued in the corresponding period in 1906.

Metal, engineering and shipbuilding.—The various metal-working trades had an active month and the outlook was favourable. Electrical workers and linemen will have a busy season in view of the large extensions of telegraph and telephone lines projected. Activity in this respect will be most marked in western Canada. Shipbuilders reported an increase in the amount of employment.

Woodworking and furnishing.—Employees of woodworking establishments have been busy. Sash and door and other establishments engaged in the manufacture of building material have been very busy. Coopers were active.

Printing.—A very favourable month was reported, overtime prevailing at certain points for printers and pressmen. Bookbinders also had a busy month.

Clothing.—Journeymen tailors had a busy month, and garment workers, hat and cap workers, etc., were active. Manufacturers of footwear, after a busy winter season on fall orders, were somewhat less active than in March, though repeat orders were reported exceptionally heavy.

Textile.—Textile workers throughout Canada have been very busy.

Leather.—The leather trades had a fair month. The hide market has been quiet but firm. The glove and mitt trade was active, with trunk and bag makers busy.

Food and tobacco preparation.—Trade with bakers was satisfactory. Small millers were fairly busy supplying local wants but had difficulty in obtaining grain supplies from the west. Large flour mills were working to full capacity, as wheat shipments came forward more freely. Ice handlers had begun deliveries. Cigarmakers and tobacco workers had a busy month.

Miscellaneous.—Miscellaneous employees, including barbers, hotel and restaurant employees, clerks and laundry workers were active.

Unskilled labour.—This class had a good month, though the unfavourable weather prevented full activity and the supply was larger at certain points than the demand. This was particularly the case at Toronto, Winnipeg and other cities affected by the influx of immigrants. At a few points there was already a scarcity of men, and the season promises to be one of exceptional activity, at high wages.

Canadian Trade and Revenue.

Foreign trades.—During March, 1907, the total value of imports entered for consumption was $36,842,076, compared with $25,003,753 in March, 1906. For the nine months ended March 31, 1907, total imports amounted to $257,234,421, compared with $207,202,084 during the corresponding period of 1905–6. The total domestic exports during March, 1907, amounted to $147,760,273, compared with $131,164,475 in March, 1906. For nine months ended March 31, 1907, the total domestic exports were, $180,545,306, compared with $176,394,495 in the corresponding period of the preceding year. Declines in exports during March, 1907, took place under the headings of "The Mine" and "Agriculture", while increases appeared under the headings of "The Fisheries," "The Forest," "Animals and their produce," and "Manufactures."

An opening for Canadian barley was reported from Mexico, where general trade conditions are expanding. Flour shipments to the Orient have been heavy during the past few months.

Imperial trade.—According to reports received from commercial agents of the Department of Trade and Commerce, Canada, there was a large and growing demand in Great Britain for pickling onions with a preference for the Canadian product. Small pickling gherkins and cauliflowers from Canada were also in demand. From South Africa, inquiries were reported for school and church furniture, general furniture and steel filing cases. Favourable trade openings were reported in British Guiana, especially for Canadian flour. In Australasia general trade is increasing, with good openings for Canadian lumber, and manufactured goods.

Domestic trade.—The cold weather and the condition of the country roads affected retail trade adversely, and the demand for spring lines was in consequence curtailed. Millinery and general dry goods were the branches chiefly affected. The volume of wholesale business was well maintained, being increased by the going into effect of spring freight rates, though inconvenience was caused in some cases by the slowness of manufacturers' deliveries resulting from the car shortage. The sorting trade was light and the month as a whole was of a preparatory character in trade circles. Groceries were active, and hardware, metals and building material very active. Prices were firm and with the opening of navigation and the advent of warm weather a marked improvement in general conditions is looked for. It was noticed that the goods chiefly in demand were those of the better class. With the increasing movement of western grain, money was gradually becoming more plentiful. Collections were fair during the month, except in certain sections of western Canada where the stringency was still felt.

The Western Bank of Canada reported earnings of $83,941. Circulation showed an increase compared with last year and there was an increase of $640,000 in deposits.

The Canadian bank statement for March, 1907, showed total assets of $943,695,386 and total liabilities of $765,737,503. Notes in circulation amounted to $76,805,143, and deposits payable on demand to $163,637,868.

Canadian Revenue.—Canadian revenue during April, 1907, mounted to $1,324,136.47. For the ten months ending April 30, 1907, the total revenue was $67,138,594.26.

The financial report of the last fiscal year of the Province of Nova Scotia indicates a steady growth in trade, the most important item in the increased provincial revenues being due to the growth of coal royalties, which have doubled within the past eight years.

Notes.

The *Canadian Rational Sunday League* was organized at Toronto, Ont.

The annual meeting of the *Bottler's Association* of Cape Breton took place at Glace, Bay N. S.

At a meeting of the *Ontario Educational Association*, the Ontario Teachers' Union was organized.

The appointment of a Commission to inquire into the *Civil Service* of Canada was announced by the Dominion Government.

The largest vessel ever built in Toronto, Ont., was launched on April 6, being a car ferry to ply between Port Hope, Ont., and Rochester, N. Y.

The third *annual supper* of W. C. Edwards and Co., Limited, and The Library Bureau of Canada, Limited, to their Ottawa employees was held on Saturday, April, 6.

At the annual meeting of the *Firemen's Pension and Benevolent Association of Montreal,* it was reported that the total amount at present in the funds under the association's control was $68,487.43.

At Berlin, Ont., a by-law was voted upon and carried to permit the municipality to take over the local street railway system. A by-law was passed at Deseronto, Ont., authorizing the municipality to acquire the local gas and water plants.

Upon the application of the Toronto Railway Company, the Ontario Railway and Municipal Board recently appointed a committee of consulting engineers to conduct tests of *street railway car fenders.* A number of devices were tested, and a recommendation made.

At a meeting of the Central Railway and Engineering Club of Canada held in Toronto, Ont., March 19, the following resolution was passed:—

That in the opinion of this Club the time has arrived for the Government to give a full consideration to technical education in this country. Up to the present no move has been made in this direction and no time should be lost in giving the matter adequate consideration.

The *Hotel and Restaurant Employees' National Association of Canada* held its fourth annual convention at Montreal, opening on April 21. Delegates were present from Montreal, Quebec, Ottawa, Sherbrooke, Toronto, Galt and Winnipeg. The name of the organization was changed to read as follows:—The Hotel and Restaurant Employees' National Association and Bartenders' National Alliance of Canada. Only Canadian organizations will be admitted to membership. The different national independent and international Unions which took part in the convention were given thirty days from April 22, in which to make applications for charters. Resolutions were adopted petitioning the Municipal, Provincial and Federal Governments to enforce the Alien Labour Law, and the law relating to the employment of barmaids, and to enact in Quebec a Bartenders' License law similar to that in Ontario and a law forbidding the employment of waitresses after 8 p. m., in places where intoxicating liquors are sold. The use of both the English and French languages was made compulsory in lodges where both nationalities are represented. The per capita tax will be two cents per month.

Steps were taken by the government of Manitoba during April to carry into effect its policy with reference to the establishment of municipal telephone systems. It was stated to be the intention of the government to proceed immediately with the construction of a provincial telephone system. Mr. J. H. Howden, the representative of the constituency of Neepawa, was appointed Minister of Telephones and Telegraphs, a new portfolio created to take charge of the administration of all matters arising out of the various acts respecting telephones which have been passed by the provincial legislature. The new minister will assume office on the first of May, 1907. During April he waited upon the Municipal councils of Winnipeg, Brandon, and Portage la Prairie, and in each case the respective councils made application to the government to construct within their corporate limits a branch of the provincial system. Later, Mr. Howden visited the United States for the purpose of investigating different systems in operation there with a view to selecting the one best suited for adoption in Manitoba. The statement was also officially made that the first exchanges to be established will be in Winnipeg and Brandon, while a long distance line will be built immediately from Winnipeg to the international boundary where it will connect with independant systems in direct communication with the principal cities of the United States. The Hon. the Minister of Public Works of Alberta, referring to the policy of the government of that province with regard to the installation

of municipal telephone systems stated that details of the arrangement had not yet been worked out, but that the intention of the government was to own and operate a complete trunk line or long distance system for the province, to allow cities, towns and villages to own and operate their own systems if they desired to do so, or if they wished it, the government to put them in the exchange and operate; also to give rural districts the benefit of telephone service.

II. REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of April, Mr. T. Hale was appointed correspondent to *The Labour Gazette* for Westville, N.S., and district.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during April were active. All of the industries with their allied trades were well employed, the fisheries, shipping and the building trades excepted.

The coal trade was active throughout the month. At the collieries where the output could not be shipped, the surplus was banked on the surface. Owing to the lateness of the opening of the navigation season, April shipments were behind those of last year. The St. Lawrence in 1906 opened on April 14th. No coal was shipped from these ports for the St. Lawrence during April this year, and everything points to a late opening of the largest Canadian market. The companies, chiefly delayed by the drift ice and the frozen condition of the gulf, are the Dominion and the N. S. Steel & Coal Companies. The total shipments and outputs of all the collieries of the Province for the first four months of this year are behind those of last year. Inverness and Pictou are the only counties ahead or up to last year's results at this season. Inadequate car supply and adverse weather conditions are the chief unfavourable features, the demand for coal being very active.

The Dominion Iron and Steel Works reported a very heavy output during April, and look forward to further increased production when the Bessemer converters are adding to the steel supply. Mills that have been partially idle through lack of material will be fully supplied and kept in continuous operation, so that the Company which has large orders ahead will in the future produce much larger quantities of all steel products. The Nova Scotia Steel Company, besides opening up a new colliery, may add to its steel output by improving its plant.

Transportation by rail was very active. The fast train between Sydney and Halifax was put on April 8th.

The building trades were quiet, but a fairly busy season is expected. The carpenters are asking for an increase on May 1st.

The shipping statistics of 1906 for the Port of Sydney (which include North Sydney International Pier and Sydney) were the largest in the history of the harbour. The total number of vessels leaving was 2,280, with an aggregate tonnage of 1,370,314, manned by 61,436 men. The record was as follows:

Class of Vessels	No.	Tonnage.
Ocean Steamers	842	1,237,778
Coasting Steamers	290	71,141
Barks	5	4,129
Barkentines	8	1,547
Brigantines	6	1,052
Schooners	1129	54,667
Total	2280	1,370,314

Wholesale trade was fair, but retail trade was quiet. There was no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Cold winds and drift ice keep the spring very backward, and there will probably be little planting or sowing before the latter half of May.

Fishing.—While drift ice is about, no fishing can be done without danger to nets and traps. Apart from a little lake fishing, accordingly, there was no work in progress.

Lumbering. — Lumbering operations have been very successful, and with good prices this industry continues prosperous.

CONDITION OF PARTICULAR TRADES.

Painters and plumbers were active, but other branches of the building trades were quiet. The remaining skilled trades were generally active.

DISTRICT NOTES.

The *North Atlantic Colliery Company* are making preparations for taking over the Port Morien colliery and developing other areas.

Prospecting operations are being continued by the *Dominion Steel Company.*

The *Dominion Coal Company* is still seeking a suitable site for its colliery on the Lingan areas.

WESTVILLE, N. S., AND DISTRICT

Mr. Tom Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during the present spring season have been active, the demand for coal being heavy and the output correspondingly large. A scarcity of cars, owing to the unfavourable weather conditions, retarded shipments. The outlook is that labour will be scarce during the summer, especially unskilled workmen, nearly all branches of industry being in need of help at present. With the opening of navigation these conditions will be intensified.

Coke ovens and brick works throughout the district were very active, weather conditions permitting.

Lumbering operations have been very active in connection with the getting out of timber for the collieries, as well as for local sawmills.

The building trades were normal, with prospects favourable for a busy summer.

Trade, wholesale and retail, has been good. Farmers found a ready market for all produce at good prices.

At Pictou some 30 men were employed installing machinery and carrying out additions and repairs to the plant of the Dominion Mining and Smelting Company. It was stated that one of the Company's furnaces would be in operation shortly and that the coming season would be a busy one.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The past month has been one of great activity for labour. Outdoor operations were fully under way, with demand and supply fairly even. Indications of continued activity were manifest on every side. The season, however, has been late, and has retarded early operations in the building trades. Much activity was reported in connection with the erection of a new round-house for the Intercolonial Railway. Men were clearing the property, and by May 1 work will be active. The round-house is intended to accommodate thirty-six engines. Another undertaking that will add considerably to the activity of building is the proposed rink, upon which work is to be commenced at an early date. The plans provide for a steel frame, with an ice surface of 16,000 square feet. Commodious platforms and galleries will be provided. Pronounced activity has been noted among those engaged in the painting and paperhanging trades, while business was well up to the standard for the season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were preparing the ground, but little progress has been made owing to the late spring.

Fishing.—Normal conditions were re-

ported. Local fishermen were preparing for the season, which will open early next month.

Manufacturing.—Conditions were normal.

Mining.—The active condition of this industry is shown in the annual report of the Mine Department of the Government of the Province of Nova Scotia, just issued, from which the following comparison between 1906 and the previous year is taken:—

	Year ended Sept. 30, 1905	Year ended Sept. 30, 1906
	oz.	oz.
Gold	15,550	15,046
	tons.	tons.
Iron Ore	73,600	648,042
Manganese Ore	22	1½
Coal Raised	5,050,420	5,866,605
Coke Made	367,778	508,082
Gypsum	197,292	247,840
Limestone	274,002	400,584
Barytes	4,500	3,500
Moulding Sand	230	1,460
Copper Ore	.....	190

CONDITION OF PARTICULAR TRADES.

Building.—Every branch showed signs of returning activity, and the outlook for a busy season was very promising.

Metal, engineering and shipbuilding.—Normal conditions were reported.

Woodworking and furnishing. — All branches were active.

Printing.—All branches were very busy.

Clothing.—Owing to the late spring, the clothing trades were backward, but active operations will commence soon.

Leather.—Conditions were fairly active.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and laundry workers were fairly busy.

Transport.—Railway men, including freight-handlers, ship labourers, teamsters and street railway employees were busy.

Unskilled labour.—Conditions were fairly active.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during April. The spring was exceedingly backward and building operations were delayed, but employment was available for all who desired it. Houses were scarce, but building operations will commence as soon as the weather permits. There will be erected this season a number of stores and brick blocks, and bricklayers, stonecutters, carpenters and joiners will find abundant employment. The rolling mills of the firm of Rhodes, Curry & Company started this month; they will give employment to about one hundred men, which number will be largely increased in a short time. Other firms are contemplating large additions this season. The Hewson Woollen Mills Company opened its knitting and spinning department during March; the building is a four-storey brick structure of modern design, equipped with the latest machinery. Customs and freight receipts showed a decided increase over the previous month. All present indications point to an active summer, the factories having an abundance of orders. Real estate business is constantly increasing in volume.*

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season has been singularly backward and no work has been done. Dairy produce commanded very high prices.

Fishing.—The ice has not yet left the bays and harbours along the Northumberland Straits, but fishermen were busily preparing for the lobster season. The smelt catch was very satisfactory this year.

Lumbering.—A hard steady winter with abundance of snow naturally led to a heavy cut of lumber, and wages were high. The operators expect a good return for their winter's work.

* For statement re strike of miners at Springhill, N. S., see special article elsewhere in present issue.

Manufacturing.—Industrial establishments were exceedingly active in all lines, with sufficient orders to guarantee a brisk summer's work. Many factories were compelled to run a night shift to fill orders.

Mining.—The coal mines in this county were all working. The price of coal has been advanced.

CONDITION OF PARTICULAR TRADES.

Building,.—Work will be abundant in Amherst this season, and competent workmen may be assured of steady work at good wages.

Metal, engineering and shipbuilding.—Moulders, machinists, coremakers and other metal workers had abundance of work, and a few more could find employment, there being a slight demand for this class.

Woodworking and furnishing. — Car builders were in demand. Scarcity of material occasionally threw men out of employment for a few days, but the demand for cars is greater than the supply.

Printing.—A few competent job printers could find employment here.

Leather.—Work was exceedingly brisk, especially with trunk and bag makers.

Unskilled labour.—There will be a great demand for unskilled labour for street paving, water extension, construction of sewers and general work Good wages may be expected by capable workmen.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during April was more favourable in some departments than in March. Although but few new buildings were started, there was more outside work under way than in the previous month. The ice remained about the shores until the end of April, and as there was no arrival of lumber vessels, the building season had not begun. Work on the interior of the new railway station made good progress, and by the middle of May the building will be ready for occupation. Work is still proceeding briskly on the enlargement of Prince of Wales College. These buildings furnished employment for a large number of men. Around the wharves, steamers and sailing vessels were being fitted up for the opening of navigation, and at Souris work was resumed for the season on the new breakwater. The contract for the construction of a new $50,000 wharf was let at Souris, and preparations were about to be started. The winter steamers ran regularly during the month, but owing to the blockade earlier in the season there is still a heavy congestion of freight at Pictou. The outward freight at Georgetown was being handled effectively by the two steamers. Trade has been good so far as the city is concerned, but the breaking up of the country roads has caused a falling off in the number of rural customers.

At a meeting of the Provincial Government on the 25th it was decided to have the dwelling house and other buildings on the stock farm removed to the asylum grounds, so that space may be available for a new poorhouse which is to be placed near the asylum, so that the electric light, waterworks and sewerage system of the latter may be used. A committee was appointed to proceed at once with the erection of a new jail and court house at Summerside. Steps were also taken towards the establishment this spring of an experimental farm, with new buildings to replace the stock farm.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Operations were quiet. Owing to the lateness of the season, there was no seeding during the month.

Fishing.—The lobster season opened on the 20th, but on account of the ice, few lines were run. During the last week of the month lines were run at the east end of the Island, but none on the north side. The season is a fortnight late.

Manufacturing.—The few manufacturers were carried on under normal conditions.

Railroad construction and employment.—Routine work was carried on. A change in time tables on the 29th involved the putting on of additional trains and consequently more employment for trainmen.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons had a quiet month. Carpenters and joiners, lathers and plasterers, painters and paperhangers were active. Plumbers were fairly active. Builders' labourers had a dull month.

Metal, engineering and shipbuilding.—Iron moulders, workers and helpers, machinists and engineers, steam engineers, linemen, blacksmiths, bicycle workers, sheet metal workers and jewellers were active.

Woodworking and furnishing.—Woodworkers, upholsterers, carriage and wagon workers and car builders were active.

Printing and allied.——Printers, pressmen and bookbinders were active.

Clothing. —Journeymen tailors and garment workers were busy. Boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and tobacco workers were active.

Leather.—Tanners and curriers and saddlers were active.

Miscellaneous.—Barbers, clerks and delivery employees were active.

Transport.—Railroad conductors, locomotive engineers, firemen, telegraphers, trainmen, switchmen, trackmen, freight handlers, steamboat men and longshoremen were active.

Unskilled labour.—There was a fair demand.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during April, though much more active than at the corresponding time last year, was not as active as had been expected. This was owing to the unfavourable weather conditions, which throughout the entire month were cold and backward, militating against outdoor employment. From this cause work has not been actively pushed upon the new I. C. R. shops. A large proportion of the work is with re-inforced concrete, which must be carried on in mild weather and with the ground free of ice and snow. A number of men, however, were employed at general work, and when once the weather becomes settled, operations will be pushed with vigour. All the industrial establishments were in active operation, several of them working overtime. Printing trades especially showed considerable advancement during the past year. Two or three new local concerns have started in addition to the old ones, and the printing business shows a decided tendency to increase in volume. Recently there has been a disposition among the local craftsmen to go west, and as a result there has been a shortage of competent men. This condition has to some extent been remedied by the arrival of several English artisans, who came out under the auspices of the Salvation Army. Owing to the limited supply of labour, one concern has been obliged to refuse several orders. The Massey-Harris Co. has decided to make Moncton its central distributing point for the Maritime provinces, and has purchased a large central block upon which it will at once proceed to erect warehouses and a brick building for offices. When in operation the Company will employ some thirty hands. The Abrams Foundry and Machine Shop will be removed to the site of the Weir Foundry, which was destroyed in the winter, and will be equipped with up-to-date machinery. The Ham Biscuit Factory has had a very active month, being rushed with orders, and the output thus far this season being double that of last year. The Wire Fence Company, which had a very successful year, is making large additions to its plant in the way of new buildings and improved machinery. Navigation in the Petitcodiac has opened, the first schooner arriving on the 23rd instant. The Shepody Navigation Company has the steamer

"Wilfrid C." again on the route. A very busy river trade is assured, as large quantities of lumber, lath and other freight await shipment. Real estate continued very active and at high figures. Rents were high, with houses hard to obtain. About a dozen new houses are already under way, some being well advanced. Building will without doubt be very active this summer. Civic work has commenced and a large amount of sewers and water mains will be laid. Contracts for a new fire station are being let. Retail trade has been fair, and wholesale trade brisk, with good promises of increasing Relations between employers and employees have been cordial, without strikes or lockouts. No material changes in wages or in hours of labour occurred.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have not been able to work owing to the cold weather. Maple sugar making was in progress and furnished many with employment. The season was favourable for this industry, and prices were good. Cream sugar sold at 20c., common at 15c., candy at 20c., and syrup at $1.25 per gallon.

Fishing.—Quietness prevailed.

Lumbering.—The saw mills were active, and large quantities of deal, laths, etc., have been transported to the wharfs along the river for shipment. River drivers in some cases asked $2.50 per day and found ready employment.

Mining.—The Intercolonial Copper Co. at Dorchester have some thirty men at work taking out the ore and shipping it to United States points.

Railroad construction.—Tenders were being asked for the double tracking of the I.C.R., between Moncton and Painsec Junction. The Westinghouse Company have charge of the construction of the Moncton-Chipman section of the G. T. P., and work will be commenced upon it as soon as the woods are clear of snow.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were quiet. Carpenters and joiners were brisk. Painters, decorators and paperhangers were very active and in good demand. Plumbers were busy at odd jobs, and builders' labourers were in fair demand at the close of the month.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers were all active. Electrical workers were busy and linemen were very active. Blacksmiths and horseshoers were quiet.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers and car builders all reported active conditions. Carriage and wagon makers were quiet.

Printing and allied.—Printers, pressmen and bookbinders were actively employed, with the demand in excess of the supply of men.

Clothing.—Journeymen tailors and garment workers were active and in demand.

Food and tobacco preparation.—Bakers and butchers were active.

Leather.—Conditions were normal, with work steady.

Miscellaneous.—Barbers were active. Clerks and stenographers were in good demand. Delivery, hotel and restaurant employees were active. Laundry workers were busy and in demand.

Transport.—Trainmen reported a good month, many train crews making extra time owing to the large number of specials many of which were required to transport the large number of immigrants landing at Halifax. Draymen, teamsters and express men were busy.

Unskilled labour.—The demand for this class showed improvement over last month, but owing to the unfavourable weather it was not as active as was expected. The outlook indicates that the demand for this class will be in excess of the supply.

DISTRICT NOTES.

Hillsborough.—The first plaster steamer of the season came in on the 16th instant. Large shipments of gypsum will be made by the Adamant Company.

Sussex.—The Sussex Manufacturing Company has been very active in all lines. A school building costing $35,000 is being erected.

Sackville.—Building operations were commenced and promise to be quite extensive.

CHATHAM, N. B., AND DISTRICT.

Mr. T. DesBrisay, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month was very quiet for labour, as is usual at this season of the year. The month closed with heavy snow and wind storms. Large quantities of supplies for the retail trade and for lumber and fish dealers were arriving by train. No new industries were started during the month and no strikes or lockouts occurred in this section.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were employed hauling wood.

Fishing.—There was no activity beyond some shipments from cold storage.

Lumbering.—Only a few men were employed in the woods getting ready for the drive. One shingle mill has commenced work. Preparations were being made in the different mills for an early spring, and as the demand for lumber is good and a plentiful supply of logs on hand, a very busy season is expected.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were inactive, except carpenters and joiners, and steamfitters, who were more or less active.

Metal, engineering and shipbuilding.—Busy conditions prevailed, except among bicycle workers and horseshoers, who were active.

Woodworking and furnishing.—Woodworkers, car builders and pattern makers were busy, with varnishers, carriage and wagon makers and shingle weavers quiet.

Printing.—Printers and pressmen were busy.

Clothing.—Conditions were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, and ice-handlers were busy, with cigar makers active.

Leather.—Busy conditions prevailed.

Miscellaneous.—Barbers, broom-makers, hotel and restaurant employees, laundry workers, etc., were active, with delivery employees busy.

Transport.—All classes were busily employed.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A marked increase in the activity of labour took place during April, and all branches of industry were well employed. As the season of fine weather approaches, outdoor work is being vigorously prosecuted. Work on the Royal Bank of Canada was being pushed forward. Owing to the lateness of the river in opening, mill owners were without a supply of logs, and in consequence all the mills, with the exception of two, closed down.

Tenders for the new Y. M. C. A. building were awarded on April 25th. The contracts will be signed May 15th, and work will be begun immediately thereafter.

Up to April 20th, there had been filed at the Custom House cargoes for 101 steamships. The vessels took away Canadian goods valued at $11,069,397, and foreign goods valued at $5,760,140 making a total of $16,829,537. The grain shipments comprised about four and a quarter million bushels, and the live stock consisted of 27,132 cattle, 59 horses, and 1,638 sheep. Forty-five vessels carried cattle, and it required 1,080 men to look after the stock. Trade through St. John for the United States for the quarter ending March 31st amounted to $617,900.45, while in the same quarter in 1906 it was only $433,123.09. The values of the different exports were:—

Bullion	$ 37,315.00
Calfskins	1,156.57
Cattle	384.00
Emigrants' effects	3,619.50
Fertilizer	9,005.75
Fire brick	362.50
Bloaters	552.50
Canned clams	175.00
Codfish	269.00
Hake	1,033.00
Packed alewives	1,652.50
Pollock	477.50
Fish hooks	1,937.68
Fish waste	464.05
Furs	3,437.20
Gin	476.50
Grass seed	480.05
Gum chicle	28,028.50
Hair for plastering	270.00
Hides	45,350.30
Junk	13,956.65
Laths	113,084.21
Lime	2,970.95
Lumber	52,481.24
Molasses	2,665.90
Advertising literature	410.00
Postage stamps	202.50
Pulled wool	3,944.32
Returned goods	4,352.29
Rough buffings	2,237.15
Ship knees	845.85
Salted slats	15,755.15
Shingles	6,632.57
Silverware	272.50
Staves	1,423.13
Tea	6,761.63
Tobacco leaf	240.50
Wood pulp	150,458.94
Total	$515,270.08

LUMBER.

Clapboards	$ 422.75
Laths	14,915.65
Lumber	77,795.19
Shingles	9,496.78
Total	$102,630.37
Grand total	$617,900.45

Bank clearings for the four weeks ending April 25th were $4,720,608, and for the corresponding period last year, $4,084,866, being $635,642 greater in 1907 than in 1906, and $791,656 less than during the five weeks ending March 28th of the current year. With the opening of river navigation, wholesale and retail merchants reported an improvement in business.

In the last nine months the deposits in the savings banks were $585,957.47, and the withdrawals $556,711.84, the deposits exceeding the withdrawals by $29,245.63. For the twelve months of 1905-6 the deposits were $750,371,74 and the withdrawals $818,167.23, the withdrawals being $67,795.49 greater than the deposits.

On April 1 the carpenters and joiners went on strike for an increase in wages. They had been receiving $2.00 for a nine-hour day, but demanded $2.50. About thirty men were out, several of the employers granting the increase. Later, the union men refused to work with non-union men. Only about fifteen men were idle in the closing week of the month, but they claim that it is on account of the scarcity of work.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Harbour fishermen were catching gaspereaux, but found fish scarce.

Lumbering.—Operations are becoming brisk with the opening of navigation. Preparations are being made for stream driving on a large scale. The St. John River Log Driving Company will do the work of rafting the logs which come down the St. John River this year. The St. John River is now open and logs are running freely. Booms have been placed in position at Crock's Point and Lincoln. There were over 20,000,000 feet of old logs stranded at Seven Islands, and a drive of 17,000,000 feet of logs for the Messrs. Cushing are now being brought down at a good rate of speed. Water in the river is rising, and it is thought the freshet will be the heaviest for some years.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners were active. Painters and decorators were very busy. Plumbers and gas fitters were fairly well employed, with stone-cutters dull, and builders' labourers were active.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, boilermakers, blacksmiths and horseshoers were active. Machinists, engineers and steam engineers were busy. Electrical workers and linemen were very busy.

Woodworking and furnishing.—Woodworkers were busy and shingle weavers active.

Printing and allied.—Printers and pressmen were very busy. Bookbinders were active.

Clothing. — Journeymen tailors were active.

Food and tobacco preparation.—Bakers and confectioners were busy. Cigar makers were active.

Miscellaneous.—Broom-makers were very busy, working overtime.

Transport.—Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen and freight handlers reported employment very active. Steamboatmen and firemen were busy preparing for the opening of navigation on the St. John river. Ship labourers and street railway employees were active. Teamsters and expressmen were very busy.

Unskilled labour was active.

DISTRICT NOTES.

Dorchester.—At the Intercolonial Copper Mine some thirty men have been employed for some months past in taking out ore and shipping it to various smelters in New York and New Jersey.

Fredericton.—The City Council voted to grant R. Chestnut and Sons a ten-year lease of a site for a proposed canoe factory at a nominal rental of $1.00 per year; also free water and exemption from taxes for a like period. The Bank of Montreal took over the Peoples' Bank on April 20. The last year's business of the Hartt Boot and Shoe Company amounted to about $250,000, which showed an increase of $50,000 over the preceding year. It has been estimated that the company paid out $50,000 in wages during the past year. It was stated that Donald Fraser & Sons will re-build the Aberdeen mill during the coming summer.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and E. Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fully as well employed during April as in the month preceding, though cold weather and a number of snow storms during the first half of the month retarded operations. There was no scarcity of men reported.

Work on several new buildings has been begun, and the outlook is for an active building season. The City Council has voted increased remuneration for several classes of civic employees. Policemen, firemen and labourers employed by the city will receive an increase after May 1. Appropriations which amounted to $760,000 last year will total about $800,000 during 1907-08.

Though navigation had opened, only a few coasting schooners arrived at Quebec. The first schooner of the season reached port on April 4. The steamer "King Edward" left port on April 7 for Esquimault Point, being the first outward bound steamer of the season, and returned on April 14. The first steamer to arrive in port last year was the "Coban," with coal from Sydney, N. S., on April 23. Up to the 27th of the month no ocean going steamer had as yet arrived at Quebec. Owing to the presence of ice in the river, navigation above Quebec will not be open before the first week in May, a week later than last year. The Canadian Navigation Company of the St. Lawrence, Limited, a new company, announced its intention of running a daily service between Montreal and Quebec, from the opening of the season. The Quebec Passenger and Elevator Company was incorporated with a capital stock of $80,000 and headquarters at Quebec. The ice breaker "Montcalm" left port on April 22 for the Gulf of St. Lawrence, so as to be able to assist incoming vessels.

A new cigar factory has been opened in Quebec. The Rock City Tobacco Company will open an establishment in the Gourdeau Leather Factory, a new storey having been added to the building in order to provide the necessary accomodation. It is expected that operations will be begun in about two months' time. An additional storey has also been added to one of the buildings of the Montmorency Cotton Company, representing an increase in floor space of between 9,000 and 10,000 square feet. The Parisian

Corset Company, and the Royal Paper Box Company are also extending their plants. The new establishment of the latter will be more than double the size of that occupied at present. A general committee of the Board of Trade and of the civic corporation have under consideration the formation of a car building company.

It was stated that operations in connection with the construction of the Quebec bridge will be very active during the summer. Additional material for the bridge was unloaded during April. The work of throwing down the dangerous part of the Champlain street cliff made good progress during April, about 80 men being employed.

Shoe factories adopted the Saturday half holiday, beginning April 13.

A number of new buildings are being erected at Limoilou, a suburb of Quebec.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy making maple sugar, weather conditions being very favourable. The crop will equal, if it does not surpass, the average. Prices ruled high, maple sugar bringing from 8 to 10 cents per pound and maple syrup from 90 cents to $1.00 per gallon.

Lumbering.—The men had left for the drives, weather conditions being thus far favourable.

Railway construction.—A starting of summer operations has been made. A section of the Transcontinental Railway line, from Levis to the boundary line of New Brunswick will be pushed forward simultaneously with work on the northern shore of the St. Lawrence.

CONDITION OF PARTICULAR TRADES.

Building.— Bricklayers and masons were active; carpenters, joiners, lathers and plasterers were busy; painters and paperhangers were very busy, but plumbers were quiet. Stonecutters and builders' labourers were active.

Metal, engineering and shipbuilding.— Iron moulders and iron workers were busy; machinists and engineers were very busy; electrical workers and linemen were fairly active, and boilermakers and iron shipbuilders were very busy.

Printing.—Printers, pressmen and book binders were busy.

Clothing.—Tailors, garment workers and hat makers were busy, but boot and shoe workers were quiet.

Food and tobacco preparation.—Bakers, butchers, ice drivers, cigar makers and tobacco workers were active.

Leather.—Tanners were active, but the other branches were somewhat quiet.

Miscellaneous.—The several branches were well employed.

Transport.—Railway employees were generally active, with trackmen and freight handlers busy. Steamboat men were busy, ship labourers and longshoremen had not yet begun full activity. Teamsters and expressmen were very busy in connection with the moving season.

Unskilled labour was active.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondant, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been an active demand for labour during April, and all indications point to a prosperous season. While the weather was somewhat cold and broken, outside work got a good start. Building operations willl be very brisk, as several large contracts are now under way. In the machine shops and other indoor industries work was plentiful, and there was a good demand for skilled labour. During the past four months more settlers from Great Britain have located here than is usually the case in a whole year. The mills and machine shops absorb the new arrivals. A steady increase seems to be assured for this section of the country. Work on the new general hospital and other public and private buildings is keeping the building and allied trades very busy. In the machine shops orders ahead will keep the shops running to their greatest capacity, and in some instances

overtime will be worked. In the Canadian Rand Drill Company's works a night gang is kept on to overtake the work, while work is being pushed ahead on extensions to plant. This Company is now employing about 330 hands, and this number will be materially increased when the new shops are completed. Both the Jenckes Machine Company and the Canadian Rand Drill Company have some very heavy orders on hand from mining concerns in the Larder Lake and Cobalt districts. The woollen mills were short of help, and every department was running to full capacity to keep abreast of orders. The Carpet Company, and the Modern Bedstead Company were also flooded with orders. The Bobbin factory was running full time, with orders ahead from mills all over the eastern and western part of Canada. The ratepayers of the city approved of a by-law to grant a bonus of $5,500 in cash, a lot worth $1,500 and exemption from taxes to a jewellery concern whose headquarters is in Attleboro, Mass., to establish a branch here. The Company agrees for the first two years to employ not less than 65 hands and to pay not less than $25,000 in wages. For the third and each subsequent year during the period stipulated it agrees to increase the number of its employees, so that the pay roll will not be less than $45,000 per year. As a guarantee of good faith, the city will receive a mortgage of $7,000 on the Company's property. A lot has already been purchased and work on the new factory will be commenced in May. Messrs. W. R. Webster and Company, cigar manufacturers, have applied for exemption from taxes on a new four-storey factory, which it is intended to erect during the summer. The Grand Trunk Railway Company has commenced work on extensions and alterations at the Union depot. The plans call for a reconstruction of the whole building. Work on the construction of the new meat packing establishment, being erected for Mr. Alex. Ames, has been resumed. This building will contain a cold storage plant which will enable farmers and others to store their perishable goods so that they can regulate the supply for the market. The Sherbrooke Light, Heat and Power Company intends extending its gas mains through the North Ward this summer, so that the newly opened up residential parts may be able to use gas for cooking and heating purposes.

The amalgamation of the Sherbrooke Power, Light and Heat Company and the Street Railway has been proposed. In consideration of a 30 years' franchise from the city, the rate now enforced would not be increased, and the new company would give the city 500 horse-power at a cost of $15 per horse-power, so that the city could supply this amount to any manufacturing industry that would locate here. The Finance Committee is considering the proposition.

The Eastern Townships' Immigration Agent has returned from England, where he succeeded in securing 220 persons to locate in the townships. Of the 220 persons mentioned, 14 were married men, 14 were married women, 17 chilren, 14 domestic servants, and 16 were single men for farm work. He has still a large number of applications, and he is under instructions to meet the boats arriving in Canada so as to fill the demands of the farmers.

At a meeting of the Sherbrooke Hotelkeepers' Association it was decided to increase rates by from 25 to 50 per cent. The Customs duty collected at this port for the month of March amounted to $20,098.70, an increase over the corresponding month of the previous year of $2,813.68. The duty collected for the fiscal year, which was for nine months only, amounted to $167,652.13, an increase over the corresponding period of $32,421.85. The declared exports entered at the American Consular office at Sherbrooke for the quarter ending 31st of March, 1907, amounted to $321,131.43, a decrease of $84,983.42, as compared with same period, 1906.

The principal items were as follows:—Asbestos, $148,289.10; lumber, $22,789.01 platinum, $20,574.88; hides, $15,297.49; chrome ore, $13,584.00; sulphur ore, $12,636.00; maple sugar, $10,574.88, and for woodpulp, etc., $44,191.35.

During ten days of the month of April the Y. M. C. A. raised $31,450 for a building fund. Plans have already been

prepared, and the extensions to the present building will be commenced at once.

The E. T. A. A. have awarded the contract for additions to the grand stand. The price will be about eight thousand dollars. The contract for other new buildings will be awarded during the next few weeks.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have commenced spring work. The maple sugar season has been the best in many years. The flow of sap was continuous, with the result that the quantity of sugar and syrup made is very much in excess of any quantity put on the market during the past 25 years. The demand has also been good, and prices have remained about the same as when a less quantity was put on the market.

Lumbering.—Work in the woods has ended, and when the ice is all out of the rivers, the logs will be floated to the various concerns on the rivers St. Francis, Magog, etc. Several small sawmills have already started up.

Manufacturing.—All branches were busy, running full time.

Mining.—The various mines in the asbestos district of Black Lake and Thetford Mines were taking on more help, so that the pits may be worked to their full capacity.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, stonecutters, carpenters and joiners were very busy, with painters, decorators and plumbers busy.

Metal, engineering and shipbuilding.—Moulders, iron workers and machinists were very busy.

Woodworking.—Woodworkers, upholsterers, carriage makers and pattern makers were busy.

Printing.—All branches were busy.

Clothing.—Journeymen tailors and garment workers were very busy.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters were busy, also ice-handlers and cigar makers.

Miscellaneous.—Clerks, delivery employees, hotel and laundry workers were busy.

Transport.—All sections of railroad workers were busy.

Unskilled labour.—There was a good demand for this class.

DISTRICT NOTES.

Inverness.—The surveyors of the railroad have now completed the survey and field notes of the road for the entire distance subsidized by the Quebec Government, viz., from Lime Ridge to Lyster Station via Pleasant Bluffs. The engineer is now engaged on the profile plans, specifications, etc., which have to be completed before further operations can be carried on.

Scotstown—Special meetings of the Council have been held to consider a new chair industry.

Drummondville.—A company has been organised for the purpose of developing electric power for commercial purposes. The new company will construct an establishment for the manufacture of cement. The capital of the company will be $100,000, of which $52,000 has already been subscribed. The water power to be developed is situated some miles above the village.

Cowanville.—The opening meeting of the Dairy Board was held on the 13th April. The number of factories that boarded butter and cheese were not up to the usual number. Butter was in good demand and sold from 31 cents to 31 7-8 cents. Cheese sold at 11¼ cents. As the season advances, the number of factories boarding butter and cheese will be largely increased.

Farnham.—The Cheese Board met on the 13th for the purpose of organizing for the season. There was a large attendance of farmers and factory men. Several addresses were made, and it was decided to have the first meeting on the 6th of May.

The *Stanstead Granite Quarries Co.* are advertising for 20 drillers and labourers.

East Angus.—A meeting of the Council of the Township of Westbury was held to discuss a proposition made by Mr. F. N. McCrea, of the Brompton Pulp and Paper Co., to exempt the said company from taxes for a certain number of years.

THREE RIVERS, QUE., AND DISTRICT.

Mr. John Ryan, Sr., correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions have been active. Merchants reported trade improving. Bricklayers and masons have not commenced operations owing to frost in the ground. The month of May is likely to be one of the busiest ever experienced in this city for bricklayers, masons, carpenters and painters. Machinists reported a fairly busy month, with orders ahead. Printers also reported busy conditions. Mining operations are expected to be brisk in May. Over 100 workmen, including carters, were employed removing ice and snow from the public streets; in previous years this work was not undertaken. Cigar makers reported a fair month. Dock labourers were idle up to a few days ago; they were anxiously awaiting the opening of navigation, which is expected to take place on the first of May. It is expected that with the commencement of May there will be a material increase in rates of wages in all branches of labour. There was an entire absence of strikes or lockouts during the month.

The citizens ratified a by-law passed by the City Council granting a bonus of $75,000 to a Cotton Manufacturing Company. This Company has options on three suitable properties, and surveyors are already overlooking the ground.

The City Council has purchased large quantities of stone for paving purposes during the coming summer. This will provide employment for large numbers of labourers. Domestic servants were in great demand at wages ranging from $8 to $12 per month, and as high as $20 for cooks.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Ploughing has not begun yet in this district owing to the continued cold weather. In the northern parts of this district there is still a foot or more of snow in many places and rain is needed.

Fishing.—This industry has been dull since the close of the tommycod season.

Lumbering.—Operations in the woods ceased at the beginning of the month, and choppers returned. Jobbers have received their pay, or were closing their accounts with the different offices. Hundreds of men have been employed for the driving of logs on the St. Maurice river and its tributaries; some left two weeks since and will await the disappearance of the ice on the lakes before they commence operations. Sawmill owners were busy preparing machinery, etc. Work throughout the district was plentiful.

Manufacturing.—Industrial establishments in this city without exception were all running to full capacity.

Railroad construction and employment.—Railroad construction was being pushed on the Grand Trunk Pacific Railway from La Tuque to Quebec, where hundreds of men were being employed.

CONDITION OF PARTICULAR TRADES.

Building.—A good demand for men was reported in the different branches. Bricklayers and masons were about to begin their season's operations. Carpenters and joiners were fairly well employed, but lathers and plasterers were not very busy. Painters and paperhangers have been busily employed since about the middle of April. Other workmen employed in these trades found employment somewhat slack.

Metal, engineering and shipbuilding.—Iron moulders, steam engineers, electrical workers, linemen, metal polishers, iron workers and helpers, buffers, platers and brass workers were all fairly well employed, and machinists were busy. Bicycle workers were very busy on repair work. Horseshoers and blacksmiths were busy.

Woodworking and furnishing.—All employed in these trades were busy.

Printing.—Busy conditions prevailed.

Clothing.—Journeymen tailors, garment workers, and glove makers were busy, with boot and shoe workers very busy.

Food and tobacco preparation.—All were busily employed.

Leather.—These trades were fairly busy.

Miscellaneous.—Barbers, clerks and stenographers were very busy, with hotel, restaurant and laundry employees busy, and furriers somewhat slack.

Transport.—Railway trainmen, including switchmen and freight-handlers, were busy; cabmen, teamsters and expressmen were also busily employed.

Unskilled labour.—This class appeared to be well employed.

DISTRICT NOTES.

Lake St. Peter.—The ice began to move in Lake St. Peter on Friday, April 26. It generally takes three days and nights to clear the channel between here and Montreal. The channel is now open between Sorel and Montreal.

ST. HYACINTHE, QUE., AND DISTRICT.*

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market during April were very favourable. The building trades continued quiet, but with the approach of summer activity will increase in these trades. The Seminary of St. Hyacinthe has decided to add two wings, 70 feet in length each, to its main building, at a cost of about $100,000. The changing of the roof of the college was also under consideration. Sash and door factories were very active, and prospects were for a continuance of this activity. Boot and shoe factories were very busy. Some of the firms which closed their doors to take stock opened a few days after, and are now working steadily with full staffs. Overtime was necessary in some of these establishments. The iron industry was very active, the different establishments having an abundance of work. The month was a very good one for the leather industry. The Duclos Payan Company has voluntarily granted an increase amounting from 10 to 12 per cent to a large portion of its staff. Besides boots and shoes, this company manufactures boot and shoe trimmings, including counters, insoles, heel stock, about 35 hands being employed in this branch. The woollen mills were very busy. Messrs. McRae, Chandler and McNeil, to whom the contract for the double tracking of the Grand Trunk Railway track between Montreal and Ste. Rosalie, Que., was awarded, have posted notices throughout the city calling immediately for 100 teams for the purpose of levelling between St. Lambert and St. Hyacinthe. The notice states that the necessary scrapers will be furnished by the contractors, and that the wages will be $4.00 per ten-hour day for teamsters, $1.75 per day of ten hours for scraper workers, and $1.60 per day of ten hours for ordinary labourers. A large firm of egg handlers doing business here and in Montreal has dissolved partnership and closed its office. It was stated that the business would be continued. Letters patent have been granted by the Quebec Government incorporating the Langevin Company with a capital of $48,000. This new company will manufacture confectionery, and will have its head office in St. Hyacinthe. On the eighth of the month the closing of the School of Arts took place. The number of those entering their names for the different classes and the average attendance were as follows:—

Class	Entries.	Average attendance.
Drawing	43	33
Painting	56	20
Total	99	53

The average attendance in four other cities of the province of similar popula-

* In the February issue of the *Labour Gazette*, page 882, the Club National Ouvrier, of St. Hyacinthe, Que., was stated to have gone out of existence during 1906. The Department has since been informed that the said Club has not gone out of existence, having at present 50 active members.

tion was: Valleyfield, 49; Sherbrooke, 46; Levis, 39; Sorel, 29; Three Rivers, 23, and Fraserville 16. Taxes and assessments were promptly paid. The financial returns for the months of February and March show that in the municipal branch the receipts were $1,191.26 and expenses $5,335.53. In the waterworks branch the receipts were $851.43 and the expenses $628.40. General commerce was satisfactory, with conditions improving from day to day. Wholesale and retail trade was active, and the amount of business will double during the coming season. Banks reported a good month, with collections easy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were on the whole satisfactory, although work was retarded by cold weather. Farm products sold well and were in good demand.

Manufacturing. — Manufacturers were very busy, having received large orders. Prospects for the future were bright.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers, plasterers, stonecutters and builders' labourers were quiet; painters had a good month, and gas and steam fitters had a fair month.

Metal, engineering and shipbuilding.—All branches were exceptionally active, with a good demand for competent workmen.

Woodworking and furnishing.—Woodworkers had a very active month. Furniture workers and the other branches were busy.

Printing.—These crafts had a most active month, overtime being necessary. The supply of men was equal to the demand.

Clothing.—Journeymen tailors, garment workers, etc., were very active.

Food and tobacco preparation.—The same activity as in March was reported by bakers, butchers, confectioners and cigar makers.

Leather.—The leather trades were extremely active, and the demand for men was in excess of the supply.

Miscellaneous.—The month was very active for these workmen, all being well employed.

Transport.—Railway employees were very busy. Large quantities of freight were moving and it was difficult to obtain the necessary employees.

Unskilled labour.—Labourers had a good month and were in demand.

DISTRICT NOTES.

St. Pie, County of Bagot.—The Canadian Pacific Railway Company will erect a substantial iron bridge over the Yamaska river, on the site of the one carried away during the present spring floods. Another bridge is also to be built for foot passengers and conveyances.

Drummondville — Construction promises to be very active this summer. Building has not progressed as rapidly as the population, which has augmented about 1,000 in the last three years. A new company for the manufacture of boots and shoes is being organized, and it was stated that $10,000 of the $30,000 proposed capital had already been subscribed.

Sorel.—More than eight hundred hands are at work in the Marine Department's dockyards on repairs to the new fleet of dredges. The work is well advanced. A new steel dredge will be built during the summer, as well as two new steamers, one 200 feet long, for lighthouse service on the Desormeaux canal. The dredge "Laurier," which wintered at Sorel, was launched on April 18, after having extensive repairs done to its hull. This dredge was the first to be set up in the Marine Department's dockyard. The Delaware and Hudson Railway will shortly commence the construction of the South Shore Railway from Pierreville to Levis. During the winter a large quantity of supplies and material have been distributed along the line and 1,000 men will soon be at work thereon.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The corporation of Montreal has issued a card containing a summary of statistics frequently inquired about by strangers and citizens. The following are some of the facts set forth:—

Population of city proper	350,000
Taxeable property	$200,600,344
Property exempt from taxation	50,048,795
Streets, miles	220
Streets paved, miles	35
Sewers, miles	214
Extent of city in acres	7,714
City debt	$ 31,669,000
Number Public parks	35
Extent of parks in acres	615
Number of ocean steamers, arrivals	820
Total tonnage	1,973,220
Number of coasting vessels	12,557
Total tonnage	3,095,174
Customs duties collected	$ 14,143,616
Number of pupils, Protestant schools	10,991
" Catholic schools	21,515
Value of real estate of Protestant schools	$ 1,325,871
" Catholic schools	$ 1,100,958
Percentage of receipts paid to city by street railway company	$ 177,586
Street railway, miles of track	77,356,085
" number of passengers carried	
Street railway, number of transfers	24,516,000
Number of arc lights	1,522
Number of gas lamps	340

The "Morena", "Nevada" and "Corunna," three steel steamers, will be brought from England to Montreal for the new Canadian Lake line. They will arrive in May and will be put in commission at once. These boats have a capacity of about 2,000 tons each, and with the other four steamers of the line will ply between the head of Lake Superior and Montreal.

The Canadian Pacific Telegraph Company, in view of the increased cost of living, has decided to increase the wages of its employees by $5.00 per month. This will entail a surplus expenditure of at least $12,000 for the main office alone.

An understanding has been reached between the Iron Moulders' Union and the Employers' Association, which will ensure industrial peace in this industry for at least a year. The new scale of wages is a minimum of $2.75 per day for moulders and of $2.40 per day for coremakers, or an increase of 25 cents for the first named and of 20 cents for the latter. This scale will extend to all the foundries in the city, numbering 32, and will continue for one year, dating from May 1. If either of the contracting parties to the understanding fails to demand its annulment at the end of such period, it will then remain in force for another year. The negotiations which brought about this result lasted two days; the workmen demanded $3.00 per day, but their representatives finally accepted the offer of the employers.

The finance committee of the City Council decided to recommend the negociation of a civic loan of $5,000,000. The report of the committee as to the proposed expenditure of this loan was as follows:—

To cover the divers loans authorized by the Legislature	
For permanent improvements	$ 380,000
Redemption of loans	215,521
Running expenses	2,000,000
Uncollectible taxes	120,000
Permanent works, 1906	300,000
Waterworks, on account, on the $2,000,000 authorized	1,616,711
Floating debt	234,434
Total	$4,866,666

The activity of building operations in Montreal and suburbs during the ensuing year will be very great. In the town of St. Louis buildings to the value of $200,000 are under construction. At Maisonneuve there are buildings valued at $250,000 in course of completion, left over from last year. Since January 1, building permits to the value of $84,600 were issued. In addition, as soon as negotiations for the purchase of Riverside Park by the Canadian Spool Cotton Co. are concluded, a permit will be issued for the erection of workshops valued at $250,000. In Delorimier, permits were issued amounting to $50,000. In the town of St. Paul, the Mount Royal Spinning Co. intends erecting a factory to cost $1,000,000, machinery included. The Canada Linseed Oil Company will also erect a $250,000 factory.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Was very active during April.

CONDITION OF PARTICULAR TRADES.

Building trades.—All branches were active.

Metal, engineering and shipbuilding.—With the exception of steam engineers, metal polishers, blacksmiths and boilermakers, these trades were active.

Woodworking trades.—Active conditions were reported.

Printing.—Printers, pressmen, bookbinders, etc., were active.

Clothing trades.—Journeymen tailors, garment workers, hat makers and boot and shoe workers reported active conditions.

Food and tobacco preparation.—Ice drivers were busy, with other branches active.

Leather.—Tanners and curriers were busy; leather workers and trunk and bag makers were active.

Miscellaneous.—Activity was reported.

Transport.—Steamboat men, ship labourers and longshoremen were busy, and will soon be in their season of greatest activity. Street railway employees were active. Cabdrivers, hackmen and draymen were very busy, while teamsters and expressmen were active.

Unskilled labour was fairly well employed.

MAISONNEUVE, P. Q., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Owing to the lateness of the spring season, work was not active in the foremost part of April. The demand for labour has been very active, however, in the latter part of the month. Trade and transportation have not been very active, owing to the lateness of the opening of navigation.

The painters and decorators have had their wages increased. Heretofore the minimum rate was 22½ c. ; this has been advanced to 25c. per hour, with a 9 hour day. At present skilful men in the trade are getting 25 cents, 27½ cents, 30 cents and 32 cents per hour. This was accomplished by mutual consent of the men and employers.

CONDITION OF PARTICULAR TRADES.

Building.—The trades have been very active during April, especially painters, carpenters, plumbers and roofers.

The year will be the most active in the history of the city. Hundreds of permits have been issued for buildings. Constructions will be erected to the cost of $500,000. In St. Louis de Mile End, the same conditions exist. The Town has voted that the City Council be authorized to negotiate a loan of $375,000 for public improvements.

Metal, engineering and shipbuilding.—These lines have not been as active as in March, owing to the opening of navigation being so late, and to the cold, which hampered outside work. Electrical workers, metal polishers, buffers, platers, and brass workers, sheet and metal workers, jewellers and watchmakers have been busy.

Woodworking and furnishing.—Activity prevailed, especially among carriage and wagon makers, car builders, and pattern makers.

Printing.—Activity prevailed among typographers.

Clothing.—These different trades were active. In the boot and shoe workers the demand for skilled labour has been very active.

Food and tobacco preparation.—Activity prevailed. Cigarmakers and tobacco workers have been very busy.

Leather.—Activity was the rule.

Miscellaneous.—Active conditions prevailed.

Transport.—Owing to the lateness of the opening of navigation, transportation has not been active.

Unskilled labour.—This class of labour was not in great demand.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was very busy and although there has been a heavy influx of population the demand for hands continued to increase. Factories and mills were running to full capacity, and industrial operations generally were limited only by the number of employees available, additional workmen being required before the demands for product can be fully met.

Wages were upward in tendency in almost every branch of employment. During March an increase of 10 per cent. went into effect in the Eddy establishments. This was followed during April by an increase of from 10 to 25 per cent. in the Booth mills at the Chaudière, in which about 1,000 residents of Hull find employment. The increase went into effect on April 10, and will amount to approximately $100,000 per annum. Unskilled labour was also advanced recently. Corporation employees who previously received $1.35 for a 9-hour day now receive $1.50, while elsewhere common labourers receive from $1.60 to $1.75 per 9-hour day, and are greatly in demand. On the whole it is estimated that the total increases in wages granted this spring will amount to over $200,000.

Two building permits were issued during April for new industrial establishments, one to the Flynn Fur Company for a building 30x43 feet, two storeys high, in which to manufacture fur and woolen goods, and the other to the Wrightson, Morris and Armstrong Company for a two storey building, 40x60 feet, in which to manufacture curved lumber. The former will employ 30 hands and the latter about 40 hands. Thirteen other building permits were issued in April, including permits for two large hotels, one store, and a stone and brick addition to the Christian Brothers' Academy, to cost $20,000. This will ensure steady employment in the building trades, and for quarrymen.

Sawing operations were resumed during April at the Booth mills at the Chaudière, at Gilmour and Hughson's mill, and at the MacLaren and Kelly mills at Buchingham. In spite of the advance in wages hands were scarce. The MacLaren mill at Buckingham, which has been undergoing repairs, and the pulp wood mill which has been idle for some months owing to lack of logs, will resume early in May, as will the Fraser mills at Deschenes, the Ritchie mill at Aylmer and the McLaurin mill at Templeton. The three last would have opened in the closing week of April had men been available. It was announced that Mr. W. H. Kelly of Buckingham had sold his saw-mill to Messrs. Shearer and Brown of Montreal, who will maintain a staff of 50 hands.

The Hull dry-goods clerks, about 20 in number, have obtained a concession from their employers, in the way of an early closing arrangement. Heretofore the stores closed every Tuesday and Friday at 6 p. m., but starting from May 1, they will close on Monday nights at 9 o'clock. This makes about two hours less work per week.

The Ottawa Forwarding Company's fleet of barges started on April 30 moving out of its winter quarters. Three new barges and one new tug were built during the winter. The fleet, which consists of 68 barges and 11 tugs, employs 600 men.

At Buckingham during April the Stipendiary Magistrate quashed the indictment of eight workmen who had been concerned in the strike which occurred at that place in September, 1906. The chemical works in Buckingham were working steadily, employing for the most part expert labour at $3.00 per day.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The opening of the sawmills in the Ottawa Valley created a very active de-

mand for labour toward the end of April. A general advance in the neighborhood of ten per cent. is being made in all the mills. Men began work without entering into any agreement as to the rates of pay, but with the understanding that a satisfactory increase would be given on the first pay day. This arrangement worked satisfactorily. Mr. J. R. Booth is employing about 2,000 men, the same number as last year. The W. C. Edwards Company has 600 employed at the Ottawa mill and sash factory, and another large gang at Rockland. The Hawkesbury Lumber Company began to operate with a complete staff of 600 men on April 23rd. Sheppard & Morse have not started their mill in Hintonburgh, but will do so as soon as the river is clear of ice. The small concerns pay the same wages or a little more than the big mills. As a rule, the places are being taken by old hands, and though a keen demand existed in various other industries not much difficulty was found in securing the necessary mill crews.

Bricklayers, masons, builders' labourers and carpenters notified the contractors that they would demand an increase on May 1st. Bricklayers and masons received 45 cents an hour last year, and carpenters from 25 to 35 cents. Each asked an advance of 5 cents. Some contractors slightly advanced the wages of bricklayers and masons, but the scale was not made general. In the same way some building labourers are receiving more than last year, though the request for an increased wage has not been formally allowed. Farmers are paying higher wages than for several years and find difficulty in securing help.

The strike which began among the tailors on March 24 terminated April 3, when the workmen were granted the increases demanded. Master tailors will in future require female employees to be union members.

A new early closing by-law went into effect requiring all stores in the city to stop business at 9 p. m. Saturdays. The hour represents a compromise between the views of merchants who wanted to continue business late and those who advocated closing at 7 o'clock.

The Breadner Manufacturing Company, Limited, jewellers, have purchased two lots on Somerset street adjoining Plouffe park and will erect a three-story brick factory, 85 feet by 25 feet, with arrangements for adding another storey soon. The factory will open with over 40 hands employed. The proprietor of the Ottawa Stair Works has purchased several lots and will erect a large factory into which he will move his present plant.

The following is a statement showing the increases in wages that have gone into effect among certain classes of employees in Ottawa during the past ten years.

Bricklayers.—1896, 22½ to 25c. per hour; 1907, 45 to 55c. per hour.

Carpenters.—1896, $1.25 to $1.50 per day; 1907, $2.40 to $2.50 per day.

Plumbers.—1896, 20 to 25 c. per hour; 1907, 30 to 37c. per hour.

Plasterers.—1896, 20c. per hour; 1907, 40c. per hour.

Printers.—1896, average for various branches of work, $12.00 per week; 1907, average $15.00 per week.

Unskilled Labour.—1896, $1.00 to $1.10; 1907, $1.50 to $1.75.

Street Cleaners.—1896, winter, $1.00, summer, $1.25; 1907, winter, $1.50, summer, $1.80.

Journeymen bakers.—1896, $7.00 to $10.00; 1907, $10.00 to $13.00.

Journeymen tailors.—1896, $7.00 to $12.00 per week; 1907, $15.00 to $18.00 per week.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Seeding began about April 28, the date not varying much from last year. The prolonged cold weather promises to retard the beginning of growth. Land is in a good condition for seeding, and as a rule orchards came through the winter well. The Experimental Farm staff distributed 36,000 seed samples, there being an exceptionally large number of applications from the new province of Saskatchewan.

Lumbering.—Lumbering was very active. The Ottawa Valley mills were two weeks behind last year in starting, owing to the late spring. Stocks of pine have run very low and shipping will be prosecuted vigorously as soon as the new cut comes out.

Manufacturing. — Clothing establishments had a rush of orders, especially for women's garments.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons were busily occupied during most of April

and a strong demand is promised for May. Plumbers were not very active. Lathers and plasterers expect a very active season. They are making no demand for increased pay owing to an agreement signed last year which will not expire till late in the summer. The month was active for builders' labourers.

Metal, engineering and shipbuilding.—Iron moulders were busy, machinists and engineers active, and electrical workers quiet. Jewellers and watch case makers reported a large number of orders.

Woodworking and furnishing.—Woodworkers reported all factories crowded with work. Carriage and wagon makers were all busily engaged, and car builders were very busy.

Printing.—There was a scarcity of printers.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There were increased opportunities for employment in nearly all lines during April as compared with the previous month and the corresponding period last year. A number of new residences and places of business will be erected this year, and operations have already started. Houses were very scarce, and several families were complaining that suitable quarters could not be rented at any price. Many contracts were let during the month. The steel frame work for the Locomotive Works power-house is about completed; a large number of workmen were employed on the site, and it is expected that the company will be generating its own power by October next.

The various shipyards were very active during the month. The graving docks were full and many boats were waiting to be admitted. There are about 150 longshoremen here, and they are kept in steady employment from the time navigation opens until the ice forms. For loading and unloading freight at the wharves the men receive 25 cents an hour, and for unloading heavy freight, such as coal, they receive from 20 to 25 cents a ton. From Kingston about 300 sailors leave every spring. Sailors are scarcer this year than usual. The demand for them was so great that early in the month none were unemployed. The wages scale varies considerably with the different companies. The season on the Great Lakes generally lasts from April until December. Wages all over the Lakes are on the increase, and in some cases to such an extent that freight rates may be affected. The tourist traffic is expected, from present indications, to be heavier this season than for some years, and as a consequence the summer hotels will open this year on June 1. The steamship companies doing business on the St. Lawrence will start earlier than usual. Accommodation has already been booked far into the summer.

Present indications point to a well-attended military camp here this year.

On the 15th of the month the steamer "Rosemont" cleared from this port, having on board 196 men who will work in the pulp mills on Simpson Island, Nepigon Bay, on the north shore of Lake Superior. They will be employed by the Northern Island Pulp Wood Company. A local merchant received a $4,000 contract to supply the necessary provisions for the men.

The civic budget, submitted during the month, was in part as follows: The bonded debt of the city amounts to $1,220,802.15; with a sinking fund of $92,991.74, of which $81,924.25 is invested in local improvement bonds of the city and $11,017.47 is on special deposit. The amount of taxes to be levied for the sinking fund this year is $8,800.88, property owners paying $5,148.62 and the city $3,652.26. Attention is drawn to the increasing demands of the Board of Education, which are $1,358 in excess of the appropriation for 1906, making the total amount requisitioned for in 1907, $39,181, as against $31,800 ten years ago. The total estimated revenue of the city is $180,186.50 and the estimated expenditure is also $180,186.50. At the City Council meeting held April 22, it was decided to have prepared and submitted

to the electors a by-law asking for $75,000 to be expended on streets.

Collections at the Inland Revenue office, Kingston, for March, were as follows:—Spirits, $5,225.10; malt, $516; tobacco and cigars, $3,099.35; vinegar, $135.90; methylated spirits, $70.08; other receipts, $26. Total collections, $9,273.43.

Seventeen employees of the Light, Heat and Power plant were granted a five per cent. increase in salary during the month. The increase will total $550 yearly. Two years ago a total increase of $8,000 was made in the salary list of the employees of the Department. The amount of the wages list for the ensuing year is $13,000.

At the commencement of the month some disturbances occurred in connection with the building trade as the result of demands made by carpenters, masons, bricklayers, helpers and painters for increases in wages, with a slight reduction in some cases in hours. After negotiations had been carried on for a short time, the demands were acceded to. During the month 15 men employed at the Frontenac Cereal Company's works went on strike for more pay. Most of them sought employment elesewhere, and their places were being gradually filled.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were rushed attending to spring work. There is a great scarcity of experienced farm help. Many immigrants are arriving in the city daily, but most of them refuse the offers made by the various immigration agents to go to work on farms. Some succeed in obtaining employment, but many of them leave for other large centres.

Fishing.—This industry improved somewhat during the month, and large quantities of pike and other fish were marketed.

Lumbering.—Conditions were dull.

Manufacturing.—Industrial establishments continued active.

Mining.—This industry was very active.

Railroad construction and employment.—Activity prevailed in nearly all branches.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were actively employed.

Metal, engineering and shipbuilding.—Active conditions prevailed in all branches.

Woodworking and furnishing.—All lines were actively employed.

The other skilled trades reported a busy month.

DISTRICT NOTES.

Gananoque.—The proprietor of the Gananoque Harness Works was summoned to appear before the magistrate at that place to answer a charge of violating the provisions of the "Alien Labour Act." The alleged offence was the bringing in of an alien workman to operate a new collar machine. It is said that there are only three of these machines in Canada, and that experts are required to operate them.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Despite the fact that the weather was unfavourable for outside operations, there were few skilled or unskilled workmen idle during April. Many workmen were engaged in preparing ground for new buildings, while many more were employed making alterations and improvement in the business part of the City. The Merchants' Bank building, on Front Street, was completed; a number of skilled plasterers were engaged on the job. The Standard Bank has leased a corner block for a number of years and has a large number of workmen engaged in remodelling the building. A Kingston firm has secured the contract and active preparations were begun on the 17th instant. In about two months the management expects to have the building ready for occupation. The Belleville Hardware Company has a large

number of workmen employed in the erection of an addition to its plant, which when completed will about double its present capacity. The Deacon Shirt Manufacturing Company gave employment to additional hands during the month. Tenders for the erection of the Government drill hall are being advertised for and in all probability the work will be commenced next month. Several outside contractors have been looking over the plans and specifications. The building will be of brick with stone facings.

In addition to the Standard Bank, and the United Empire Bank, a branch of the Farmers' Bank was opened during April. The premises of the latter will be remodelled and extended this season.

The Toronto and Belleville Rolling Mills Company has about four hundred men on its pay-roll, all capable and some expert workmen. The new horse shoe Department is turning out about seven tons a day and orders are plentiful.

Most of the painters and paperhangers were granted an increase of twenty-five cents per day for the coming season.

Retail merchants reported an excellent month's business.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Prospects for a good grain crop were favourable despite the backward weather.

Fishing.—Large quantities of rough fish were caught and shipped to the United States.

Lumbering.—This industry was inactive compared with past seasons.

Manufacturing.—All industrial establishments were very active and promised to continue so.

Mining.—Many men were employed and their numbers are being added to continually.

Railroad construction and employment.—It was stated that the Grand Trunk Railway Company may resume and repair the railway between Madoc and Eldorado. This would mean the development of several valuable iron and other mines in the district. The northern portion of this county contains some of the richest iron, corundum and marble mines in the Province of Ontario.

CONDITION OF PARTICULAR TRADES.

Building.—Every branch of the building trades from the unskilled labourer to the skilled mechanic was well employed. The opportunities for employment during April far exceeded those of the corresponding month last year. Many stonecutters and helpers were employed at the Crookstone quarries getting out stone for the Quinlan and Robertson Company, contractors for the construction of portions of the Grand Trunk Pacific Railway.

Metal, engineering and shipbuilding.—Iron moulders and helpers, and all foundry employees were working full time. Electrical workers and telephone men had an active month. Boilermakers and blacksmiths were busy. Shipwrights and assistants were busy making the runway repairs leading to the vessels in the harbour; repairs were also being made to the Government dredge which wintered here.

Woodworking.—Every branch of the woodworking and allied trades had an active month, working full time with full staffs. One furniture factory had to work overtime to fill orders from a distance.

Printing.—Printers, pressmen and bookbinders were all busy at good wages. There was not a printer out of work.

Clothing.—Tailors were all exceptionally active, as April is one of their busiest months.

Food and tobacco preparation.—An additional cigar factory under the management of Mr. W. J. Wilson was established. It will be a union factory, and will give employment to a number of hands.

Miscellaneous.—Theatrical employees were active.

Transport.—Navigation opened about the same time as last year and several sailing as well as steam vessels arrived, loaded with coal, at this port. Many local men are being employed both as sailors and longshoremen. Railroad men reported an active month.

Unskilled.—This class was well employed, and nearly all anticipate a prosperous season.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment during April was active, but would have been more so if the weather had not impeded building operations. The majority of mechanics were employed, but unskilled labour was not in great demand. Building operations have now started and all classes will be well employed. A large amount of work has been carried on at several points on the Trent waterway, a large number of workmen being engaged under representatives of the Department of Railways and Canals. All classes of workmen employed in factories were active. Transportation and shipments have been heavy, especially on export trade. Wholesale and retail trade was very active.

Nineteen harness makers, employed by Ackerman & Sons, went on strike. They asked for an increase of $1.18 per week in wages and a reduction of one hour per week. Outside of this, the labour market was free from unrest. The carpenters' demand for an increase to 27½ cents per hour was granted. The Canadian Pacific Railway Company's trackmen received notice of an advance in wages commencing May 1.

The Peterborough Lumber Company has begun work in its mills, employing 75 men, and in a short time will increase this number to 100. The company expects to do a large season's work.

The Peterborough Cereal mill was running 24 hours per day.

The contract for the Collegiate Institute building has been let and the work of erection commenced. The new King Edward school is nearing completion and will soon be ready for occupation. The contract for the North ward school addition has also been let and work started.

The Peterborough Canoe Company was very busy, with so many orders ahead that its output is insufficient to meet the demand.

The City Council has formulated its plans for the season's work. There are to be two gangs of men on granolithic sidewalks and one on street crossings. Two gangs will also be employed on sewers and two more on creek diversions. All of this work will be done by day labour, experience having proved this method to be the cheapest and most satisfactory. The river dredging work will soon start again. The city has made arrangements to secure the dredgings to fill in along the water front.

The work on the large transformer building at the Canadian General Electric Company's works is being rapidly pushed forward. The contract for the construction of new Canadian Pacific Railway from Peterborough to Victoria Harbour has been let. The total cost will be about $40,000 per mile. It is understood that work will commence very soon.

The different local industries were all well employed, and present indications point to a good summer.

The high price of building material has somewhat affected the building trade, as a large number of persons who anticipated building have postponed doing so for this year. The chief demand is for a class of dwelling houses that can be rented for $9 or $10 per month, but in consequence of rising prices it is almost impossible to build a house of sufficient size that can be rented for the above amounts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Sugar making has given employment to a large number of farmers. Large quantities of maple syrup have been marketed, bringing $1.40 per gallon, being an increase of 15 cents over last year's price. Preparations were being made at the beginning of the month for spring work among the farmers, but owing to the cold weather no seeding was done. Considerable damage has been done to fall wheat and clover by frost. Farm labourers were very scarce.

Fishing.—Active conditions prevailed.

Lumbering. — Conditions were very busy.

Manufacturing.—Busy conditions prevailed in all lines.

Mining.—Dullness prevailed.

Railroad construction and employment.—Ordinary section work, such as keeping the roadbed in order, was active.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, lathers and plasterers, gas and steamfitters were active; masons, plumbers and stonecutters busy; painters and paperhangers very busy, and builders' labourers dull.

Metal, engineering and shipbuilding.—Busy conditions prevailed.

Woodworking and furnishing.—Woodworkers and upholsterers, varnishers and polishers, carriage and wagon makers were busy. Car builders on repair work were active. Pattern makers were busy and coopers dull.

Printing.—All branches were very active.

Clothing.—Journeymen tailors have been exceptionally active, and garment workers active. Hat makers and boot and shoe makers were very busy.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters were busy, and ice handlers and cigar makers active.

Leather.—These trades were busy.

Miscellaneous. — Barbers, broommakers, clerks and stenographers were busy; delivery employees, hotel, restaurant, theatre and laundry employees were very busy, and furriers active.

Transport.—Railwaymen in all branches were well employed. Steamboat employees were getting ready for the season's work. Some small boats have commenced operations hauling freight, etc. Street railwaymen, teamsters and expressmen were active, and cabmen very busy.

Unskilled labour.—Conditions were active.

DISTRICT NOTES.

Cheese factories were preparing for operations. Markets have been well attended and produce of all kinds brought good prices. The general stores did a good business throughout April. Large numbers of men are going to the west.

Lakefield.—Two new industries have started, viz., a planing mill and a cheese box factory. The Cavendish Lumber Company will run its mill 24 hours per day all summer; this will mean the employment of double the number of men.

Lindsay.—The town has secured a new industry, a branch of the Lower Oiled Clothing Company, of Toronto. The necessary machinery has been installed, and 20 young women will be employed at from $4 to $6 per week. The Madison, Williams Foundry Company has shipped another carload of machinery to the west. It has 32 men busily employed and could employ more. The Lindsay sawmills have started, employing 225 men in the mills and on the drives.

Bridgenorth.— Kelly's mills at this place have begun work.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

While conditions generally remained favourable during April, and prospects for the season were encouraging, labour was not as actively employed as during the corresponding month of 1906. The market was unsettled by strikes and by prospective disagreements owing to demands for increased wages. The late opening of the season and the transportation difficulties in the west also affected some interests unfavourably for a time. There was a large influx of immigration, including many mechanics and urban workers, a proportion of whom were in excess of the requirements of the local market. There was, however, a great demand for domestic servants, and many housekeepers awaited the arrival of immigrant trains to engage help.

The total estimated expenditure of the city of Toronto for the present year is $8,564,781, of which $3,777,510 is on capital account. The total amount raised by taxes is $3,384,744, and $1,602,527 will be furnished by ordinary and special revenue. The net debt is $18,236,538.

The decision of the British Privy Council in the case between the City of Toronto and the Toronto Railway Company is in favour of the Company. The judgment gives it the sole right to regulate stops and to decide as to car routes, and declares that it is under no obligation to build lines into any of the new additions to the city's territory. The only remedy the city has in case the Company refuses to extend the service is to give another company the right to do so. The city is to pay all costs.

The Toronto Railway Company has proposed to avoid litigation with the City and the Consumers' Gas Company for damages to gas and water pipes from electrolysis, due to the railway system, by submitting the matter to arbitration. The Company has also offered to build and operate 100 cars, with aisles and cross seats, on condition of the city undertaking certain work in connection with changes that will be necessary in laying rails. The cost of building street cars has greatly increased of late on account of the advances in the price of lumber, hardware, etc. Builders estimate that the cost of 100 cars now in process of construction by the Company is $500 each in excess of the price one year ago. The receipts of the Toronto Railway Company for March amounted to $267,721, as compared with $234,448 in March, 1906.

Objection was taken to a clause in the Toronto bill before the Ontario Legislature relating to smoke prevention on the ground that it would restrict the development of industries. The smoke nuisance by-law will in consequence be repealed.

The proposal that the city should be authorized to expropriate the plant of the Electric Light Company, in aid of which legislation was sought, developed a difference of opinion between the City and the Company as to the basis of valuation in case the city should take over the Company's plant. The contention of the City is that the price should be the fair market value of the physical assets, while the Company insisted that the standard should be the earning power of the plant. The latter view prevailed with the Legislature.

The building permits issued in April include a large number of dwelling houses and many factories and warehouses. The D. McCall Company, wholesale milliners, will erect a five-storey brick warehouse on Wellington street east, to cost $70,000. John Kay, Sons & Company, furniture dealers, are putting up a five-storey brick warehouse at 36–8 King street west, to cost $20,000. The Excelsior Life building has been extended and improved at a cost of $40,000. The Canadian General Electric Company is erecting on the North West corner of King and Simcoe streets an office building of five stories, 65 by 185 feet, to cost $400,000.

The Canadian Northern Railway Company has decided that only a portion of the construction work on its new freight shed, situated on Eastern avenue, can be done this year. About 110 tenants, who were under notice to quit, will be allowed to remain until this time next year. The General Hospital Board has also decided that none of the tenants on the new site secured on College street and University avenue need be disturbed until next year; the tenants number 210. There will therefore be about 2,000 fewer people looking for new houses than was expected earlier in the season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were busy with spring ploughing. Owing to the backwardness of the season, little if any seeding has been done before the close of the month. The roads in most localities were in very bad condition. Farm labourers were in much demand, though the people of the Toronto district were probably better supplied than in other localities, as many of them are on hand when immigrant trains arrive to secure help. There is a decided upwards tendency in wages, the advance over last year amounting to about 10 per cent. The wages paid to immigrant farm labourers, without Canadian farming experience, averages about $200 on yearly contracts.

Manufacturing.—The factories were generally busy, except where difficulties

between employers and employed have occurred. The iron trades were active under the stimulus of a heavy demand for railroad construction and building material. The structural iron works were particularly busy, and so overwhelmed with orders that it was found difficult to overtake them. The King Radiator Company will not locate on the city's property at Ashbridge Bay, but has secured a site in the northwest part of the city, where a factory will be built costing $75,000. The Toronto Carpet Company has purchased a site near its present factory for the purpose of erecting a large extension. The Otto Higel Company will build a new factory to cost $30,000.

On the 6th instant the largest vessel ever built in Toronto was launched from the shipyards of the Canadian Shipbuilding Company. It is a steel car ferry bearing the name "Ontario No. 1," and was built at a cost of $375,000 for the Grand Trunk Railway Company, to ply between Cobourg, Ont., and Rochester, N.Y. This boat is 320 feet long, 56 feet wide, and when loaded will draw 15 feet of water. It will carry 28 loaded cars, and is equipped with 100 staterooms.

Railway construction and employment.—The Metropolitan Railway Company has a force of workmen employed building a new cement and steel bridge at Newmarket, where a change in the route is being made. Wet weather has somewhat delayed the construction of the road northward. The Canadian Pacific Railway Company is preparing for the reconstruction of the road between Toronto Junction and Bolton Junction, a distance of 23 miles. This will involve straightening the line, a reduction in the grades, and replacing the light rails with standard 80 lb. steel rails. The cost of the work will be about $175,000.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, builders' labourers, masons, carpenters, painters, lathers and plasterers were generally well employed. Plumbers, steam and gas fitters had a fair month. Small strikes occurred in the painting and plumbing trades. The painters have strengthened their Union and are asking a minimum wage of 33 cents per hour in place of 30 cents. Builders' labourers are asking for a conference with the employers with the object of securing an increase in wages. The present Union rate is 25 cents an hour, but many are receiving 28 and 30 cents an hour. The lathers have asked for an increase from 30 to 35 cents an hour, which the employers refused. As the bricklayers, plasterers and marble workers have all secured agreements which will run for a year, it is not probable that any serious disturbances in the trade will occur.

Metal, engineering and shipbuilding.—These trades were generally active, with a few out of work, excepting recent arrivals. The iron moulders and coremakers, employed in jobbing foundries, after negotiations secured an agreement by which wages for a nine-hour day were fixed at a minimum of $2.90 for moulders and $2.65 for coremakers. The structural iron workers have demanded 40 cents an hour, the recognized scale at present being 30 cents. Negotiations looking to an amicable adjustment were in progress. The sheet metal workers, who asked for an advance of 5 cents per hour, over the scale of 30 cents, have effected a compromise by which they obtain 32½ cents. The metal polishers' strike, which has lasted over a year, is practically over, as only six men remain out.

Woodworking and furnishing.—Furniture workers, carriage and wagon makers, upholsterers and cabinet makers were well employed. Coopers employed by the city breweries are asking for a minimum wage of $15 a week. The picture frame workers to the number of about 200, employed in five establishments, went on strike on the 25th instant. They were receiving $12 to $13 for working 10 hours per day, and they demanded an increase of 20 per cent, and a 9 hour day. Eleven polishers employed in the Mason & Risch piano factory quit work on the 12th instant, on account of a reduction in wages.

Printing.—Trade conditions in the

printing and allied trades were fair. A series of conferences between the employing printers and the representatives of the allied printing trades, to settle the rate of wages and hours of labour for a term of years, was begun on the 23rd of the month, and will probably continue for some time. The present agreement expires on June 1.

Clothing.—Custom tailors were busy. Garment workers, hat and cap workers, boot and shoe workers had steady employment.

Food and tobacco preparation.—These trades had a good month. The bread bakers, whose agreement with the employers expires on May 1, have asked for a readjustment of the wages schedule, giving an increase of $1 per week all round.

Leather.—Workers on horse goods demanded an increase of 15 per cent. in wages. In two shops an increase of 10 per cent. has been granted. The employees of George A. Rudd & Company, 35 in number, went on strike on the 15th on account of the discharge of one of the men who had been active in the movement.

Miscellaneous.—Hotel and restaurant employees, barbers, stenographers, laundry workers, etc., had plenty of work.

Transport.—Railroad and street railway employees, expressmen and teamsters had an active month. About 200 cabmen belonging to the International Brotherhood of Teamsters, who demanded a raise of wages from $10 to $12 a week, and six eleven-hour days per week, were locked out by the livery owners on the 20th inst. They were joined by 175 stablemen engaged in the same livery stables, on the 23rd, who also demanded $12 per week for a six-day week, and 25 cents per hour for overtime. The strike is still on.

Unskilled labour.—The demand for unskilled urban labour is sufficiently met by the influx of immigration.

DISTRICT NOTES.

Newmarket.—There is a considerable scarcity of suitable dwelling houses, as building has not kept pace with the increased demand consequent on factory extension. The Davis Tannery Company, The Office Specially Company, and The United Factories Company have each increased the number of their employees.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Long continued cold weather delayed the opening of spring work in some lines of employment, but April was a fairly busy month. The Carriage Mountings Company purchased a site for the new factory it is about to build here, and several other new industries will commence operations soon. Some of the building trades were very busy; others were quiet. Freight traffic by rail was heavy, with general business steady. The outlook for the season was excellent. Several new manufacturing concerns will commence operating plants now nearing completion, and other will be built. Many buildings of all sorts were being built, and there will be the usual expenditure on public works. The Queen Victoria Park Commissioners will spend over $7,000 on new buildings, and will employ a large force of men in maintaining and improving the park. The burning of a skating rink and other buildings entailed a loss of $10,000; they will be re-built at once.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A late spring was responsible for general lack of activity in agricultural lines.

Fishing.—This industry was active up to the middle of the month.

Manufacturing.—All manufacturing concerns were busy, particularly the foundry machine shops and roller bearing works. The latter concern commenced the manufacture of automobile parts. The Niagara Neckwear Company

advertised for female operators for eight months' steady work.

Railroad construction and employment.—The new line of the Niagara, St. Catharines and Toronto Railway from Thorold to Fonthill was placed in operation and work commenced on the extension to Welland. General railway employment was active.

Other industries.—The importation of nursery stock from the United States was very large, and the government fumigating station at Niagara Falls was experiencing the busiest season on record. Nurseries in this district were very busy, and had difficulty in getting sufficient men for digging, packing and shipping.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were busy on the erection of the many new factories, warehouses and residences that are being constructed. Frame construction work kept practically all carpenters at work. Lathers and plasterers were rather quiet, paperhangers busy, and painters very busy. Plumbers and gas fitters were all working, and builders' labourers were active.

Metal, engineering and shipbuilding.—Moulders and coremakers employed in the foundry were busy. Machinists were in demand, but engineers were somewhat quiet. Electrical workers were also quiet but linemen were constantly employed in improving the Bell Telephone Company's cables. A large force of men were employed in the iron shipyards at Bridgeburg.

Woodworking and furnishing.—Pattern makers were active.

Printing.—Printers were quieter than in March.

Clothing.—The Journeymen Tailors' Union arranged a scale of wages with the employers. There is no change in rates involved, but the agreement was the first ever made here.

Food and tobacco preparation.—Bakers were well employed, but ice-handlers were quiet.

Miscellaneous.—Office and delivery employees were generally well employed. There was some demand for additional female help in hotels and restaurants. There was also a strong demand for domestic help.

Railroad construction and employment.—Railway traffic was heavy, and full forces of employees were working on trains and in yards, offices and shops. Navigation re-opened with good prospects and many men from this district will spend the summer on lake vessels. The International Railway Company is training a number of new trainmen. Cabmen were somewhat quiet, and teamsters busy.

DISTRICT NOTES.

Port Colborne.—A new light-house was erected at the harbour, and work commenced on the erection of the new government grain elevator. Lake navigation opened, and many vessels were passing up and down the Welland canal at the end of the month.

Humberstone.—The shoe factory was very busy.

Bridgeburg.—Four hundred and fifty men were working at the steel shipbuilding yards.

Sherkston.—A company has been organized to manufacture smokeless powder at this place.

Welland.—Seventy-five workmen were employed on the construction of the new turning-basin of the Welland canal. The Billings-Spencer Company commenced the establishment of its drop forging works. Tenders were invited at the end of the month for the erection of buildings for the smelting plant to be erected here.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. James A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was active during April. All branches of the building trade were busy with the exception of carpenters and joiners. Their demand for increased pay has not as yet been adjusted, although

some of the contractors have signified their willingness to grant their request after May 1st. A number of the men have secured work in Hamilton and Niagara Falls at the rate asked for here, 35c. per hour. Work on the new quarters for the Bank of Toronto and for the Sovereign Bank was begun. The merchants reported trade active. The City Council has decided to suspend street paving for this year, assigning as the reason the stringency of the money market. The two weeks that the water was out of the canal was used by the factories and mills of the city and district for repair work and improvements, which were on an extensive scale this year. Nine teamsters of the Hendry Cartage Co. struck for increased pay and semi-monthly payments. A compiomise was effected, the men to receive $40 per month instead of $39 as previously. They asked $45 and semi-monthly payments.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers and fruit-growers were busy on spring work, the former ploughing and seeding and the latter spraying, which this year has become more general than in any previous year. All available sulphur has been purchased in Toronto and Hamilton and as carloads have been used in the lime and sulphur mixture, there is likely to be a shortage in the supply. The co-operative spraying plan is working well, and the fruit growers hope to check the scale by united efforts. Although the winter was severe, the fruit trees and vines were reported as having wintered well.

Manufacturing. — Mills and factories were busy, all running full time and some contemplating adding to their capacity.

Railway construction and employment. —The new line of the Niagara, St. Catharines and Toronto Railway to Font Hill was opened for traffic on the 15th of the month. A large gang of men were employed on the extension from Font Hill to Welland, which is expected to be finished by July 1st.

Work on the new smelter near Thorold was begun. About 100 men were employed on the work, which is being rushed with all possible dispatch.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were busy, except carpenters and joiners, who were active.

Metal, engineering.—All branches were active.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers were active.

Printing and allied.—All branches were busy.

Clothing.—Journeymen tailors and boot and shoe workers were active.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, cigar makers and tobacco workers were active.

Leather.—Tanners, curriers and leather workers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees, and laundry workers were active.

Transport.—All branches were active.

Unskilled labour.—This class was active being better employed than last month.

DISTRICT NOTES.

Thorold.—Conditions were active, all mills and factories running full time. Extensive repairs were made to mills and factories while the water was out of the canal. Labour generally was well employed and business good. The local carpenters were asking for 35c. per hour.

Merritton.—Conditions were favourable and all branches of industry active. A large amount of repair work and improvement was done. The 50 employees of the Canada Wheel Works had their pay increased 12½ per cent. by the company.

Caledonia.—The local independent telephone companies of Caledonia, Hagersville and Dunville have become associated under the name of the "Dunville Consolidated Telephone Company, Limited," having power to conduct business in the counties of Haldimand, Welland, Lincoln, Wentworth and Brant. The

Company has over thirty-nine miles of lines already constructed, and have 600 subscribers to date. In the southwestern part of Haldimand the Erie Telephone Company, Ltd., has been operating successfully since last summer, and has over 150 phones installed. This company has secured a franchise from Cayuga.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during April, the supply being about equal to the demand. Manufacturing has been active. Navigation opened early and the building trades were busy. A large number of building permits were issued during the month, and many contractors have already begun operations. There were a number of strikes, and many different trades received material increases in wages. Many disputes remained unsettled at the close of the month. The city engineer has decided to do a large amount of sewer construction by the day-labour plan, considering this cheaper than the contract system. A large number of immigrants have arrived in the city. Among the classes of workpeople seeking increases of wages are the painters, plumbers, moulders and civic labourers. Construction work on the Brantford & Hamilton Electric Railway progressed rapidly, and a large staff of labourers were employed. It is expected that the laying of the ties on a portion of the road will be started soon, but unless the weather improves, the railway will not be completed by July 1, as the company had hoped.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—As soon as the frost is out of the ground, farmers will be busy plowing and sowing.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were very busy, but sufficient men of the various branches are now in the city. A large number of skilled workmen recently arrived from England. The bricklayers' agreement, made last year, to hold good for three years, provides for a scale of 45 cents an hour for a nine-hour day for the first year, for an eight-hour day the second year, and for 50 cents an hour for an eight-hour day the third year. Under this agreement, the men cannot make as much the second year as during the first, and they want the builders to continue the old schedule two years more; so far, nothing has been done in the matter. The painters are asking an increase from 35 to 40 cents an hour. The plumbers are receiving 35 cents an hour and are asking 40. The contractors have offered to compromise at 37½ cents, but so far nothing has been definitely settled. Builders' labourers have received an increase in wages.

Metal, engineering and shipbuilding.—Iron moulders were busy and were asking an increase in wages of 10 per cent. Machinists were active, engineers and electrical workers busy. Stove mounters, boilermakers, blacksmiths, etc., were active. Jewellers were active, with horseshoers slack.

Woodworking and furnishing.—Woodworkers and pattern makers were active, and carriage makers busy.

Printing.—Busy conditions prevailed.

Clothing.—Journeymen tailors and garment workers were busy, and boot and shoe workers active.

Food and tobacco preparation.—Bakers were busy and butchers active. Cigar makers and tobacco workers were active.

Leather.—Saddlers and leather workers had fair employment.

Miscellaneous.—Barbers, delivery employees, hotel and restaurant employees and laundry workers were busy, and broom makers very busy.

Transport.—Steam railroad employees, electric railway employees, steamboatmen, and firemen were active, and ship labourers and longshoremen busy. The Longshoremen's Union has completed arrangements with the steamship lines operating in Hamilton by which only Union men shall be engaged in loading

and unloading vessels at this port. Teamsters and cabmen had fair employment.

Unskilled labour.—Active conditions prevailed.

DISTRICT NOTES.

Dundas.—All trades were very active. A large force of men were engaged in electric railway construction work near the town line. The quarries were in full operation. Immigrants were pouring into the town and district. A number of machinists from England and Scotland have taken positions in the Bertram shops.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Towards the close of the month, there were very few seeking work. The month was more favourable than the preceding one, and compared favourably with the corresponding month of last year. The factories were busy and some were working overtime, all branches of industry being about equally affected. Several of the factories were slightly short of help. The Gould, Shaply and Muir Company has announced that a large addition will be made to its plant, to cost about $60,000; the work of preparing the ground has been commenced. The American Radiator Company started operations on the 15th; it expects to be running with full force in about one month. The Hartley Foundry Company will erect a foundry on Greenwich street, to cost $2,400. The building trades are becoming very active. Large additions are being made to two churches. The usual spring cleaning of the streets has given work to large numbers of men. The merchants have had a satisfactory month. The system of collecting garbage weekly has been extended to all parts of the city; the cost will be taken from the general fund. The tax rate this year will be 21 mills on the dollar; allowing for the cost of collection of garbage which was not taken from the general fund last year, this means a reduction in the rate of about 2 mills.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculturists were busy, but the season is backward. Farm labourers were in demand.

Manufacturing.—All the factories have been very busy. In the iron trades some overtime was worked. The output from the plough factories greatly exceeded that of last year.

Railroad construction and employment. The work on the two subways, extensive draining operations and the raising of tracks by the Grand Trunk Railway Company gave employment to a number of men. The Grand Trunk Railway Company has commenced extensive additions to its freight sheds, to cost $7,000. New offices will be erected and about 140 feet added to the sheds.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, toward the latter part of the month, were busy, and carpenters and joiners were very busy, while plumbers and gas-fitters found trade better than during March. Lathers and plasterers were quiet.

Metal, engineering and shipbuilding.—Iron and brass moulders, coremakers and machinists and engineers were very busy. Electrical workers and linemen, especially the latter, were also busy. Busy conditions prevailed with metal polishers, buffers and platers, stove mounters, blacksmiths and horseshoers. Sheet metal workers were very busy.

Woodworking and furnishing.—Carriage and wagon makers were very busy, and pattern makers and coopers were busy.

Printing.—Printers and pressmen were very busy.

Clothing.—Journeymen tailors, towards the end of the month, were very busy.

Food and tobacco preparation.—Cigar makers and tobacco workers had a quiet month. Bakers, confectioners and butchers were busy.

Leather.—Saddlers were fully employed.

Miscellaneous.—Barbers, clerks and delivery employees had an average month. Hotel and restaurant employees and laundry workers were busy.

Transport.—Railroad trackmen and freight-handlers, especially the latter, were very busy. Street railway employees were fully employed, and teamsters and draymen were very busy.

Unskilled labour.—This class was fully employed.

DISTRICT NOTES.

Paris.—The machinery for the large addition to the Penman Manufacturing Company's plant was being installed. This addition was commenced last summer. Two buildings, one 150 x 80 feet, the other 120 x 115, and three stories high, will be built this spring and will cost about $30,000.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Factory workers generally during April were steadily employed, but outdoor workers were interfered with to a considerable extent by the cold weather. The building season has opened up with an unusually large amount of work on hand. In addition to the new factory buildings and extensions mentioned last month, the Page Hersey Co. has decided to double its present plant, and construction work will shortly be under way. Work has commenced on an addition to the Worsted Spinning Co.'s factory, and the new dyeing works of A. Melrose. The Taylor-Forkes Co. and the Guelph Axle and Spring Company will shortly build large additions. A company to manufacture ladies' whitewear has purchased a portion of the Crowe's Iron Works and will rebuild. Another portion of the shop has been sold to a laundry company. Work on the Morlock factory, the Standard Valve and Fitting Co.'s factory, the Silcen Co.'s factory and the large addition to the Carpet Company's mills, was under way.

Retail trade was active.

The price of electric power as estimated for Guelph by the Hydro Electric Power Commission is as follows:—Five horse-power for ten-hour day, $33.00 per annum; ten horse-power, $31.50; twenty-five horse-power, $28.30; fifty horse-power, $26.50; 100 horse-power, $24.00; 200 horse-power, $22.50. The price for a twenty-four-hour day will be slightly higher, and for night power cheaper. Arc lights can be furnished every night in the year for $45.00 each, against $65.00 previously charged.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm work has been delayed by cold weather, and ploughing and seeding are considerably later than usual.

CONDITION OF PARTICULAR TRADES.

Building Trades.—These trades had a quiet month, mainly owing to backward weather. At the close of the month bricklayers, plasterers and masons were busy, and carpenters, stonecutters, builders' labourers and plumbers active.

Metal, engineering and shipbuilding.—Iron moulders had an active month in all shops. Machinists, machinists' helpers, and tube mill men were fully employed.

Woodworking and furnishing.—Piano and organ workers, upholsterers and carriage workers had a busy month.

Printing and allied.—Printers were active.

Clothing.—Journeymen tailors and female garment workers had a very busy month.

Food and tobacco preparation.—Bakers, confectioners and cigar makers were busy.

Textile.—Brussels, ingrain and tapestry carpet weavers were busy.

Unskilled labour.—This class of labour was in better demand with the opening of the spring season, but the supply was sufficient.

DISTRICT NOTES.

Galt.—A lecture was delivered under the auspices of the Board of Trade on the housing question. The house famine is acute in Galt.

BERLIN, ONT., AND DISTRICT.

Mr. Harry Peters, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during April were more active than in March. Owing to the continuous cold weather during the first part of the month, outside work was somewhat delayed. The supply for both skilled and unskilled labour was fairly equal to the demand for outside work. On April 4 the property owners of Berlin voted on a by-law to authorize the town to buy the Berlin and Waterloo Street Railway. The by-law carried by a majority of 749. The Hagen Shirt and Collar Company has decided to build a new factory. Retail merchants had a good month. The Corporation labourers received an increase of 10 cents per day; the best men will receive $1.90. There was no unrest in the labour market during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm work was delayed through the cold weather. An active canvass for sugar beet acreage for the Ontario Sugar Company's plant at Berlin started. Only 4,000 acres will be accepted this year by the Company.

Manufacturing.—All industries were very busy. The shirt factories continued very busy.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were fairly well employed, but were delayed by the cold weather. Bricklayers, masons, carpenters and joiners were well employed. Lathers and plasterers had a quiet month. Painters, stonecutters and builders' labourers were busy.

Metal, engineering and shipbuilding.—Iron moulders were active and linemen were busy.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers were very busy. Wood carvers were active.

Printing and allied.—These trades were fairly well employed.

Clothing.—Journeymen tailors, glove makers and boot and shoe workers were fairly active.

Food and tobacco preparation.—Bakers and confectioners were busy. Butchers and meat cutters and cigar makers were fairly busy.

Leather trades.—Tanners, curriers, leather workers and trunk and bag makers were busy.

Miscellaneous.—Barbers were fully employed. Broom workers were busy. Clerks, stenographers, delivery employees and laundry workers had a good month.

Unskilled labour.—This class had a quiet month.

DISTRICT NOTES.

Elmira.—On April 3rd a by-law to grant assistance to a new furniture factory was carried by a majority of 237 votes, only five votes being cast against the by-law. This will necessitate a factory 50 x 120 feet and three storeys high, an engine and boiler house 31 x 35, and a dry kiln 42 x 58 feet. The total estimated cost will be $20,000, with a capital of $100,000. A loan will be given for ten years amounting to $7,500. The concern will be called the Elmira Interior Hardwood Company.

Preston.—A large manufacturing concern will locate in Preston in the near future. The new company will manufacture all kinds of steam and electric railway cars. Considerable local capital will be invested in the company, which will be incorporated with a capital stock of $500,000. Expert car hands will have to be employed at first, but many Preston machinists will also be employed, and opportunities will be given local labourers to learn this trade.

WOODSTOCK, ONT., AND DISTRICT.

Mr. R. F. Parkinson, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

All branches of industry remained active during April, every factory in the city running full time. Steady employment was therefore provided for all classes of labour. Skilled workmen were in keen demand, while the commencement of outside operations are opening for unskilled labourers. There promises to be no unrest in labour circles, prevailing conditions between employers and employees being very satisfactory. The City Council was in communication with the Canadian Canning Company in regard to the establishing of a canning industry here, and has decided to submit a by-law to the ratepayers providing for a loan of $15,000, to be repaid in 15 years. In the building trades work has already commenced on a new Carnegie library building, a new Young Men's Christian Association building, and a $20,000 addition to the plant of the Canada Furniture Manufacturing Company, Limited.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The backward spring has retarded seeding operations. Farmers, however, were busy preparing for the summer's work, and considerable difficulty was experienced in securing farm help.

Manufacturing.—Establishments have had one of the busiest months of the year. There was particular activity in factories where farm implements and supplies were being manufactured, including wire fence, wagons and agricultural implements in general. Prospects for the coming months, judging from the number of orders in view, are exceedingly good.

Railroad construction and employment.—Work was commenced on the construction of the steam railway between the town of Embro and St. Mary's.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were fairly well employed, and early in May, building operations will be such as to furnish employment to every available workman, the prospects for the season being excellent. Bricklayers and masons had a good month, but work was hardly enough advanced to engage carpenters, plasterers and plumbers full time.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers were regularly employed. Machinists and engineers were active, while bicycle workers and tool sharpeners had a busy month.

Woodworking and furnishing.—Great activity was shown in these trades. Wood workers, carvers and waggon makers had all the work they could handle, while some of the organ and piano making firms had to bring a number of skilled workmen from Great Britain, so keen was the demand for this class of labour.

Printing.—Printers and pressmen were steadily employed throughout the month.

Clothing.—The spring season gave tailors and garment workers all the work they could handle, some working overtime.

Food and tobacco preparation.—Conditions were not active among bakers and confectioners, but butchers and meat cutters were busy, and cigar makers and tobacco workers were active.

Leather.—The usual activity prevailed, employment being steady.

Miscellaneous.—Clerks and delivery employees were busy.

Transport.—There was general activity, shipping being heavy and furnishing plenty of work for railway employees, freight-handlers and teamsters.

Unskilled.—A keen demand was reported for this class, absorbing the available supply.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Labour in general during April was well employed. Contractors and builders are looking forward to a busy season. Build-

ing permits to the value of $75,000 were issued during March, and to the value of $50,000 in April. A number of men and teams were engaged in excavating for the many buildings to be erected, and the brick work was fairly well advanced on some. A few manufacturing companies were enlarging their factories. The Avon Hosiery Company will build a third storey to its factory. The Mooney Biscuit Co. is to build another large addition. This means an increase in the staff of workers. The Anchor Wire Fence Co. intends building a new factory; the plans call for a two-storey concrete building, 100 feet long and 50 feet wide. A large amount of concrete sidewalks were being laid in the city. Wholesale and retail merchants reported business very good. The custom's returns at the local office for the month of March amounted to $$22,578.07, the largest receipts ever taken here, showing an increase of $8,-245.39 over the same month of 1906. No change in rates of wages or hours of labour occurred.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers were busy ploughing and preparing for seeding. Market prices were as follows:—Eggs, 16c. per doz; butter, 22 cents per lb.; apples, 65c. to $1.00 per bag; wheat, 70c. per bushel; oats, 37c. per bushel; chickens $1.10 to 1.25 per pair.

Manufacturing.—Industrial establishments reported the month a fairly active one. The clothing factories were very busy.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons, carpenters, lathers and plasterers have been well employed the latter part of the month. Painters, decorators and paperhangers were very busy. Plumbers, gas and steam fitters reported an active month. Stonecutters and builders' labourers were busy.

Metal, engineering and shipbuilding.— Iron moulders were busy. Blacksmiths and horseshoers were active. Boiler makers and electrical workers reported work good.

Woodworking and furnishing. — The woodworking factories were very busy. Carriage and wagon makers reported trade good, and coopers were fairly busy.

Printing and allied.—The printers were very busy, especially job and ad hands.

Clothing.—Journeymen tailors and garment workers had a busy month.

Food and tobacco preparation.—Bakers and confectioners were active. Cigarmakers reported trade very good.

Leather.—Harness makers were active, with business steadily increasing.

Miscellaneous. — Barbers were very busy. Clerks and delivery employees had a fairly good month. Hotel, restaurant and laundry workers were active.

Transport.—Railway employees of all classes were very busy throughout April. Cab drivers, draymen and expressmen were active.

Unskilled labour.—This class was well employed.

DISTRICT NOTES.

Clinton.—The council intends spending $3,000 this year on the streets.

Seaforth.—The Canada Furniture Company has enlarged its plant to double its capacity, so that it can now give employment to fifty or sixty additional men.

Goderich.—The new elevator is now ready for the season. It is built entirely of concrete, with square bins, and has a capacity of 500,000 bushels. The machinery is operated by electricity. The C. P. R. freight shed at the dock is completed, and the depot and round-house are well under way. The track is being laid about six miles out, and it is expected that the line will be finished by July. Tenders for the construction of an addition to the outside breakwater are being asked for.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour, as is usual at this time of the year, absorbed all of the

available supply, and although the influx from Great Britain continued, all found ready employment.

The activity in real estate and building continued, especially in the east end of the city, adjacent to the interswitching tracks where the different manufacturers from the congested districts are procuring sites upon which to erect new and enlarged factories. The Bennet factory is undergoing a thorough overhauling, a three storey addition forty feet square being added to the front of the building, and a further addition, 40 x 100 feet, to the back, for the use of the Gorman-Echert Spice Company. The Grand Trunk Railway Company's car shops are to be considerably enlarged at an early date. The construction of a large number of residences have been commenced. The large three-storey building erected by the Green-Swift Company is about completed, and tenants are moving in; the top floor, 300 x 40 feet, is now occupied by the Company's garment making business; the Robinson Corset Company has moved into the centre portion of the building, occupying two flats, and the south end is given up to offices. A new cigar factory, now doing business in Sarnia, is to open early in May. An extension of the London south main sewer has been commenced, and will cost $8,500. The reconstruction of the Dundas street sewer is also underway, at a cost of about $5,500.

A marked advance has taken place in the price of all kinds of building materials. Brick has risen from $7.50 per thousand last year to $9 this year.

The Bureau of Labour at Toronto has appointed Mr. Andrew Ellis, of this city, to take charge of an employment branch here.

A strike of painters, which took place on April 1, for an increase from 25 to 30 cents an hour, was unsettled at the close of the month. The bricklayers of the city are demanding an increase from 40 to 45 cents an hour on May 1, and the builders' labourers from 22½ to 25 cents per hour, to take effect also on May 1. The plumbers will ask for an increase from 30 to 35 cents per hour. The City Council on April 15 granted the following increases to civic employees, to date from July 1, 1907:—

Office.	Salary, 1906	Salary, 1907
City clerk	$1,700	$1,750
Assist. treasurer	1,100	1,200
Clerk, part of time	100	125
" " "	65	75
City engineer	2,000	2,400
" " assistant	1,100	1,200
" " stenographer	312	400
Assessment commissioner	1,700	1,750
" assistant	900	960
Clerk in clerk's office	300	400
Tax collector	1,350	1,500
" assistant	750	800
Auditor	500	550
Inspector	900	960
" assistant	650	675
Parks superintendent	770	850
Market clerk	600	650
Janitor	600	650

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers resumed work during the month, some having been unemployed for three months. Carpenters were very busy. Lathers and plasterers were getting started. The strike of painters continued, with a few men out of employment, the majority either working for themselves or with other employers at the increase demanded. Plumbers were busy. Stonecutters have commenced their season's work, but have no large undertakings on hand. Builders' labourers were all busily employed.

Metal, engineering and shipbuilding.—Iron moulders in all lines were exceptionally busy, and in several of the shops employment to more workmen could have been given if there had been room for them. Iron workers continue to keep night and day staffs employed. Machinists were very busy. Electrical workers were waiting for new work, but linemen were busy. Metal polishers and buffers reported trade fair. Brass workers were very busy; one large firm engaged in the production of both iron and brass work has decided to manufacture brass goods only, and will increase its staff. Sheet metal workers and tinners were exceptionally busy. At McClary's they were working overtime on three nights a week.

Woodworking and furnishing.—Car-

riage and wagon makers were very busy. Car builders were rushed. Coopers reported work plentiful.

Printing.—Printers were busy, and the supply of competent workmen was not quite equal to the demand. Job men receive on an average $10.50 per week for a nine-hour day. Pressmen also were scarce. Bookbinders were busy.

Clothing.—Journeymen tailors were exceptionally busy and were working overtime. Garment workers were busy. The moving of the Green-Swift Company into larger quarters has enabled that firm to employ more hands. Boot and shoe workers continued busy.

Food and tobacco preparation.—The biscuit and candy factories again found it difficult to secure enough female help, the girls employed in these industries receive from $4.50 to $7.00 per week. Cigar makers reported business first-class, with a difficulty in filling orders on time. The Inland Revenue returns show collection of about $16,000 for cigars during the month of March.

Miscellaneous.—Laundry workers were very busy, and found it hard to get sufficient female help.

Transport.—Railway train crews reported business good, and long hours were worked. The operation of the "Lord's Day Act" makes work for yardmen exceptionally heavy on Mondays. The Street Railway Company, after teaching a number of men how to operate cars, will employ them on the summer traffic to Springbank Park.

Unskilled labour.—The commencement of operations on new sewers and sidewalks has given employment to all available men at wages varying from $1.75 to $2 per day.

DISTRICT NOTES.

Goderich.—The Kensington Furniture Company is preparing to enlarge its factory and to increase its staff to 100 hands. The Rogers Manufacturing Company has been steadily adding to its pay roll; the manager reported that the firm is behind with its orders. A new blacksmith and boiler shop with a frontage of 120 feet on Cambrie Road, is to be put up, entirely of steel, and with a twenty tons travelling crane to run almost the length of the shop. One of the managers of the Goderich Carriage Company will shortly select a site for that Company's $150,000 plant. The Jackson Manufacturing Company recently started as a branch of a Clinton firm, has a considerable number of hands employed, and would employ more if they were available; it manufactures principally boys' clothing. The organ factory, milling company, Doty engine works and knitting factory were busy. The new concrete elevator for grain, with a capacity of 500,000 bushels, is completed; the machinery is operated by electricity. The Canadian Pacific Railway Company has about completed its branch in this town, the last bridge, about six miles distant, being nearly finished. The Grand Trunk Railway Company has commenced the building of its new round-house and freight sheds.

Sarnia.—The Doty Manufacturing Co., manufacturers of gas lights and stove burners, will commence business immediately and will employ about twenty skilled hands.

Seaforth.—The Canada Furniture Company has enlarged and improved its plant, and will employ about sixty additional hands.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of April was not an active one, owing to weather conditions being unfavourable, especially during the latter part of the month. The building trades, however, have commenced to show activity, and prospects are good for an average summer. Many contracts were let for new buildings, chiefly residences, and many homes will be remodelled. There have been no large contracts reported as yet. At an early date the endorsation of the rate-payers will be asked for a bonus to a go-cart manufacturing concern, desirous of locating in this city.

Labour has not been plentiful during April, especially unskilled. The influx of working men from England is satisfying, to some extent, the demand for carpenters and other skilled mechanics. Painters were in demand. Railway traffic has been fair. There have been no changes in the hours of labour or rates of wages during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crop reports from the district are not as favourable as was expected at an early date, owing to the warm weather in March and cold weather during the first part of April.

Winter wheat received a setback and will not yield more than half a crop in some parts. Prospects for fruit are good, with favourable weather from now on. It is not expected that the apple crop will be as heavy as that of the past year. Plum orchards are looking well, and there promises to be a good crop this year. Peach trees were injured to some extent by a storm during the winter.

Manufacturing.—Manufacturing establishments were generally active, and it is reported that the number of spring orders compared favourably with that of last year. In some instances difficulty has been experienced in securing unskilled labour.

CONDITION OF PARTICULAR TRADES.

Building.—There was not much activity in the building trades at the beginning of the month, owing to the fact that the weather conditions were unfavourable for outside work. Towards the latter part of the month, however, employees were kept actively engaged. It is expected that the summer will be a good one so far as the building trades are concerned. Very little work has been done by brick and stone masons so far, but the indications are that those engaged in that line will have plenty to do in the near future. Carpenters were busy, and there is room for a few good men. This shortage has been in evidence for the past few seasons, during the busy months.

Metal, engineering and shipbuilding.—Among the iron industries work has been active. All establishments have been running full time with full staffs.

Woodworking and furnishing.—Carriage and wagon makers reported trade fair. Car-builders were busy.

Printing and allied.—Printers and press men were busy, there being plenty of job work during April.

Clothing.—Tailors were rushed with summer orders and have plenty of work ahead of them for the next month or so.

Miscellaneous.—Barbers found the month a quiet one. Laundries also were quiet.

Transport.—The road departments of the various railroads are making preparations for summer work. Work trains will be put on at an early date and will give employment to many labourers along the line.

DISTRICT NOTES.

Reports from *Port Stanley* and *Aylmer* were favourable and point to an active summer. Industries in Aylmer have been active during the past few months, and it is expected that there will be considerable building done during the summer.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were fairly busy preparing for the spring work. Owing to the severity of the winter and the sudden warm weather during the greater part of March, the winter wheat was badly damaged, and some farmers were ploughing it up and preparing to sew spring grain instead. Prospects at the present time are good for a large crop of apples, but from inquiries made from some of the largest fruit growers on Lake Erie, the peach crop will be a failure.

Manufacturing. — All manufacturing establishments have been fairly busy, particularly the carriage and wagon factories, some of which were running overtime.

Railroad construction and employment.—The C. W. & L. E. E Railway having gained its appeal for a level crossing over the Grand Trunk Railway, it is expected that the road will be extended south to Lake Erie in a very short time. This will furnish employment to a large number of men.

CONDITION OF PARTICULAR TRADES.

Building.—The amount of building to be done is not equal to that of the corresponding month of 1906, owing mainly to the increased cost of material of all kinds. Architects report a large number of plans being drawn, and as the warm weather advances, operation will soon be active. Natural gas was turned on on the 19th of March, and the result has been that plumbers have been very busy, with labourers fairly well employed.

Metal and engineering.—Those engaged in the iron trades reported a good month. Machinists were very busy, a large number being employed fitting up the steamers bfore the opening of navigation. Blacksmiths were busy.

Woodworking and furnishing.—Carriage and wagon makers, and coopers were fairly well employed.

Printing.—Printers and bookbinders were fairly busy, especially the latter.

Clothing.—Tailors and garment workers reported the month less active than the corresponding month of 1906.

Food and tobacco preparation.—Bakers and confectioners were all very busy. Butchers reported a good trade.

Leather.—Harness makers were busy and reported prospects bright.

Transport.—Railway men were busy, and steamboat men were busy fitting up boats.

Unskilled.—Labour was not much in demand.

DISTRICT NOTES.

Tilbury.—Building is very active. The town being situated in the centre of the oil-producing section, a great many unemployed are finding work.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was increased activity in the labour market during April, both in the building and manufacturing branches, and prospects looked very bright. The Ideal Manufacturing Company has completed an addition to its factory and is giving employment to 70 hands. The Lufkin Rule Company has completed its plant, and is employing about 30 hands. All other industries were very busy. Especially was this the case with sash and door factories. Real estate has advanced in price from 10 to 20 per cent., and good building lots are in demand. The Board of Public Works will spend about $24,000 in paving streets and building new sidewalks. This will provide opportunities of employment for unskilled labourers and teams. During the month a new schedule of salaries for civic employees and school teachers was granted as follows:—

FIRE DEPARTMENT.

	Old rate per year.	New rate per year.
Chief	$1,000	$1,060
Assist. Chief	720	780
2 Firemen	600	650
2 "	540	600
2 "	480	540

POLICE.

	Old rate per year.	New rate per year.
Chief	$1,060	$1,100
3 Sergeants	800	850
7 Policemen	700	750

TEACHERS.

COLLEGIATE INSTITUTE.

	Old rate per year.	New rate per year.
1	$1,700	$1,800
1	1,200	1,300
4	1,100	1,200
1	1,100	1,150
1	900	950

PUBLIC SCHOOLS.

	Old rate per year.	New rate per year.
1	$ 800	$ 900
1	550	600
8	525	575
2	500	550
7	475	525
5	450	500
2	425	475
4	400	420
3	375	415
2	350	400
1	350	370
Carpenter	600	650

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the continuance of cold weather, farmers will be late in getting in their spring crops.

Manufacturing.—Industrial establishments were active in all branches, especially in the iron industries.

CONDITION OF PARTICULAR TRADES.

Building.—There were no men necessarily idle.

Metal, engineering and shipbuilding.—Iron workers, machinists, linemen, stovemounters, blacksmiths, boilermakers, sheet metal workers and horseshoers were all busy.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers were also busy.

Printing.—Printers and pressmen were busily employed.

Clothing.—Journeymen tailors and garment workers were working overtime.

Food and tobacco preparation.—Bakers, butchers, cigar makers and tobacco workers were fully employed.

Leather.—Saddlers were busy.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and laundry workers were active. Capable girls for housework were getting $5 per week.

Transport.—Railway employees of all classes were very busy throughout the month. The Canadian Pacific Railway Company is putting in commission larger engines to handle the increased traffic. Steamboat men, street railway employees and cabmen were fully employed.

Unskilled labour.—There was an abundance of work for this class.

DISTRICT NOTES.

Walkerville.—At present the town is handicapped by the scarcity of workingmen's houses. The Walker Company is building ten houses, but they are spoken for. It is stated that 100 are badly needed to supply the demand for suitable dwellings for the rapidly increasing working population of this town. The Standard Chain Company, of Pittsburg, Penn., has purchased five acres of land from the Walkerville Land Company, and work on the erection of a plant will commence at once. All manufacturing establishments were active, and have all that they can attend to; some of them have orders a year ahead. A by-law to grant the Globe Furniture Company $1,900 in cash and exemption from taxes for six years was defeated.

Sandwich.—The assistant-superintendent of the fish hatchery has taken to Port Stanley a consignment of a million young white fish, which are to be placed in Lake Erie. At the hatcheries at Sandwich over eighty millions of white fish have been hatched this year. Lakes Ontario, Erie and Huron are being stocked at various points, and good results are looked for. The superintendent reported that the fishermen have caught increased numbers of fish each year as a result of the annual stocking of the above lakes. The population of Sandwich is now 2,016, which is 200 more than last year. The Saginaw Lumber Company is moving its plant to Thessalon; several of the employees have decided to remain.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General trade and labour conditions were somewhat dull during April. This

was the result of unfavourable weather conditions. Navigation did not open until April 25, eleven days later than in 1906. A number of boats reached this point earlier in the month but were held on account of a blockade of ice in Lake Superior. With the opening of navigation, industrial and local conditions will considerably increase in activity.

On the morning of April 24, a serious fire occurred in the establishment of the Sault Ste. Marie Pulp and Paper Company. The interior of No. 1 ground-wood mill was destroyed, involving a loss of about $100,000, fully covered by insurance. As pulp is at the present time in wide demand at good prices, and as the month of April was otherwise one of the most prosperous in the history of the company, the loss and inconvenience will be great. It was stated that the mill would be rebuilt as soon as possible.

The machinery for an establishment which will manufacture lumbermen's tools was expected daily. The plant will employ about 25 men on opening. A number of United States companies are installing the plant in order to meet the demands of the Canadian trade.

At the steel plant, the new basic open hearth furnaces were about ready to commence operations. One of the blast furnaces closed down for a few weeks to permit of re-lining.

There is a movement under way for the formation of a company to erect a smelter to handle the copper ores of the district.

A local wholesale meat company is considering the construction of an *abattoir*.

PORT ARTHUR, FORT WILLIAM, ONT., AND DISTRICT.

Mr. R. B. Harstone, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The situation throughout the Thunder Bay District has been satisfactory. While little new work has been commenced, a large number of men have been employed completing buildings already erected, and in making additions and alterations to others. In this connection might be mentioned work on the consolidated and Muirhead elevators at Fort William, and the construction of a large dock for the C. N. Ry. Co., at Port Arthur. In addition a large force is engaged preparing for the building of a dock for the G. T. P. Railway Co. at West Fort, and completing the construction of the blast furnace and coal and ore docks at Port Arthur. Never before in the history of this district has skilled and unskilled labour secured during the winter season such steady and remunerative employment, a condition that was maintained up to the opening of navigation.

The steamships "Saronic," "Ionic," "Plummer," "Ames," "Scottish Hero," "Wahcondah" and "Advance," as well as the Great Lakes Dredging Company's fleet, comprising 14 tugs, 6 dredges and the necessary scows, and the portion of the I X L Dredging Co.'s fleet which operates in Thunder Bay, all wintered in Port Arthur harbour. The following vessels wintered at Fort William: "Bixby," "Minch," "Wood" and "Midland King." The alterations, improvements, repairs and fitting out in this connection has caused the expenditure here of a large sum of money for labour and supplies.

The Pigeon River Lumber Company has operated its mill night and day since January 1, and the Vigars Shear Lumber Co., has also employed a full staff during the same time. The Port Arthur Foundry Company has been working overtime, and all other repair shops have been fully employed. In every avenue of trade operations have been conducted with the greatest activity.

With regard to the coming season, indications are that greater activity will prevail than last year. Civic improvements in both Port Arthur and Fort William will require a large force, to provide for the rapidly increasing needs of each city for street improvements, sewers, and water mains. In Fort William the bringing of the water supply from Loch Lomond will give much employment. The city of Port Arthur will also expend possibly $200,000 in connection

with the Current River Water Power enterprise, and the erection of buildings for civic purposes.

The Canada Foundry Company, which has located at West Fort William, and which is now engaged in building, will be large employers of labor both during construction and afterwards in operating the large plant. The G. T. P. Co., will carry out considerable work there, including the erection of a large dock. The Ogilvie Milling Co., is expending $175,000 on the construction of an elevator, to be completed this season. The C. P. R. Co., contemplates many improvements and additions to facilities for handling traffic at that point. The Company will rebuild elevator D, which was damaged by fire last autumn.

At Port Arthur the Dominion government has let the contract for a large breakwater, construction of which will be begun immediately on the opening of navigation. This work will require an extensive plant, and a large number of skilled and unskilled labourers. The C. P. Ry. Co., will erect a large passenger station, and will enlarge, alter and repair its dock and freight shed, involving an expenditure of at least $150,000. The erection of buildings and the installation of machinery in the plants of the Seaman Kent Co., and the Meisel Manufacturing Co., the work in connection with which includes a large dock for each, will employ many men. The extensions of the coal and ore dock will include the doubling of the capacity of the hard-coal house erected last season. By far the most important event in connection with railway and industrial enterprise and the labour market is the fact that on or before the first of May construction of the blast furnace will be practically completed, and operations will be commenced immediately on the arrival of a cargo of coal now loaded, and which is expected to reach here at the opening of navigation. This enterprise, the first of its kind in this district, is of much moment from a labour point of view, inasmuch as from its location it possesses unrivalled facilities for the assembling of all materials necessary to produce Bessemer pig at the lowest possible cost, the ore being brought from the Atikekan Range by rail over the C. N. Ry. Co.'s line, which is very favourably situated as to distance and grades, while that to North, only thirty miles distant, will have the advantage of water transportation all the way. The ore has been thoroughly tested and found satisfactory as to quality while the supply is all but inexhaustible. This, together with cheap transportation of raw material and unrivalled advantages for transporting by water of both ore and finished product, promises success for this enterprise from the beginning. It is asserted in this connection that the number of people employed at the present furnace and other allied industries now contemplated, will in the near future make an addition of some thousands to the residents of Port Arthur.

The blast furnace has a capacity of 150 tons daily, but in its construction, as far as possible, every provision was made for doubling its capacity, with the least possible expense and delay.

With regard to the employment of labour in connection with the building trades, it is safe to say that the demand will be larger than last year. Already contracts for $600,000 have been let, covering churches, schools, blocks, buildings for business purposes and private residences. Present indications lead one to the conclusion that the only limit to the volume of building will be the supply of labour and material.

A company which has been busy with development work all winter is so satisfied with the deposits in the vicinity of Loon Lake that it will begin active mining operations next month, it being its intention to employ at least 200 men regularly during the whole season. A consolidation of all of the silver interests on the line of the P. A. D. & W. Ry., a branch of the C. N. R., has been effected, and systematic and energetic development of these properties is confidently expected this season.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Weather conditions have delayed the opening of spring work, and in consequence there has been an accumulation of workmen in Winnipeg waiting for employment. The situation has been to a great extent aggravated by the unusually early movement of immigration.

The Dominion Bridge Company will start active operations, in the course of a few weeks, at its works which have just been completed. Other manufacturing institutions were generally busy, though weather conditions have hampered business to some extent.

The City of Winnipeg has started a large number of men clearing the streets of the winter's accumulation of snow. A large staff of men has been put to work to complete as early as possible a large incineration plant.

Railroad traffic has been freer during April than during preceding months, but many of the branch lines are not yet in regular operation. The railroad yards in Winnipeg have been crowded with cars awaiting shipment and the merchants and jobbers generally complained of a lack of transportation facilities. This lack is retarding trade and many manufacturers and wholesalers are suffering heavy loss as a result.

There have been no changes of wages during the month except in the case of the permanent way employees of the Canadian Pacific Railroad and the commercial telegraphers in the employ of the same Company. The former received an advance of twenty cents per day and the latter an advance of from $5 to $10 per month. Of the Permanent Way men some three thousand five hundred were affected and of the commercial telegraphers about one hundred.*

The labour market has been in a state of unrest, especially in connection with the building trades. Representatives of the workmen's unions have been endeavouring to get into communication with the employers as a joint body, but so far they have not been successful. They are now endeavouring to get the arbitration board appointed last year to take the initiative in having some general understanding arrived at as to what shall be the prevailing wages in all trades for the summer ensuing.

During April there has been an upward movement in the price of fuel resulting from the difficulty of getting supplies delivered into the city by the railroad companies. In the immediate localities there appeared to be an abundant supply of fuel, enough at any rate to meet immediate needs, but the dealers have not been able to get cars, and when they have succeeded in getting them they have not been able to get them hauled into the city. Hence there have been some temporarily acute shortages of fuel resulting in sharp advances in the price.

In accordance with an Act passed at the last session of the Manitoba legislature the City Council of Winnipeg have petitioned the Government to install a government system of telephones in Winnipeg subject to certain restrictions as to location of poles and conduits.

Local municipal improvements to the value of $1,785,000 have been ordered by the City Council. These have been sanctioned at various times during the past three years. It is now proposed by the City Council and the Board of Control to revise the list of work ordered with a view to decreasing the amount. A great deal requires to be done immediately. This is not included in the list, but many of the orders for improvements are likely to be cancelled.

The Street Railway Company will extend its mileage in the City of Winnipeg very considerably during the coming year.

TRACKMEN'S WAGES IN MANITOBA.

During April, negotiations between representatives of the Brotherhood of Maintenance of Way Employees and representatives of the Canadian Pacific

* For further details re wages of Maintenance of Way employees, see below.

Railway Company were brought to a termination satisfactory to both parties. An agreement was arrived at by which the men will receive an advance in pay equivalent to approximately two cents per hour or twenty cents per day. About 3,500 men are effected by this new agreement. The new schedule of wages provides specific rates for foremen at different yards varying from $2.55 per day at smaller yards to $2.90 per day at important points such as Winnipeg and Ft. William. The minimum wage for trackmen is $1.70 per day. In addition to men actually engaged in maintaining the track, this agreement also covers the wage conditions of extra gangs engaged upon keeping the lines clear in rough weather, the various skilled craftsmen engaged upon the construction of bridges and other structures in connection with the permanent way, pumpmen and signalmen. Foremen in charge of snow plows will receive, according to the terms of the schedule $3.30 per day and foremen of extra gangs $3.55 per day. Bridge and building men will be paid wages as follows:—

Foremen from $3.30 to $3.55 per day.
Carpenters from $2.90 to $3.05 per day.
Bridgemen from $2.25 to $2.90 per day.
Foremen painters $3.30 per day.
Painters, $2.75 per day.

Pump repairers are paid by the month at rates varying from $78 to $88 with an allowance of 75 cents per day when away from head-quarters. Pumpmen's rates vary from $51 to $61 per month.

The above figures apply to the Central Division of the Canadian Pacific Railway which extends from Ft. William to Moose Jaw. In the Western and the Pacific Divisions some slight modifications are made and rates are provided for classes of men that are not needed in the prairie sections of the road. Watchmen for bridges and the tracks are employed in the mountains at monthly rates varying from $54 to $56 per month. Stone cutters and masons are to receive $3.25 per day. In other respects the schedule differs but slightly from that of the Central Division.

For ordinary trackmen the hours of labour are fixed at ten per day, with time and one-half for overtime. In the case of switchmen track and bridge watchmen, pumpmen and repairers, the hours will be regulated by the Company upon the principle that twelve hours in each twenty-four will constitute a day's work either continuous or intermittent, but at least eight hours continuous rest shall be allowed in each twenty-four.

The agreement became effective upon the first of April, 1907, and cannot be changed unless sixty days notice be given between the first of May and the first of November of any year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding is being delayed to a great extent. For farm labour there is a very heavy demand from all parts of the West.

Railroad construction.—Railroad construction, like many other branches of industry, is being delayed by the weather. A large number of men are waiting in Winnipeg for an opportunity to get out on new work. This cannot commence until the weather changes. Preparations have been made for great activity in construction work and there will also be a heavy demand for men to work on extra gangs for mproving the new lines laid down during the past few years. It is also probable that work will be commenced upon the construction of the new Canadian Northern Workshops in Winnipeg which have been under consideration for some time. Another undertaking of considerable magnitude is the construction of the Union Depot for the Grand Trunk Pacific, the Canadian Northern, the Grand Trunk Railway and the Great Northern Railway which it is proposed to commence early this year.

CONDITION OF PARTICULAR TRADES.

Building.—Work is only commencing. It is fully three weeks later than last year. Fortunately many of the larger buildings erected last year have kept many at work during the whole winter upon the completion of interiors; otherwise there would have been at the present time a very large number out of employment

and in rather straitened circumstances. There appears to be an abundant supply of men in the city to meet all demands.

Building permits continue to be issued at about the same rate as last year. Generally speaking, smaller structures are being erected and only few of large proportions have been begun. One reason ascribed for this is the fact that many who have had buildings planned have postponed work on account of the high and steadily increasing prices of building material.

Metal.—The various foundries and iron working establishments reported orders coming in freely and that they were working full-handed with prospects of continuing to do so for the rest of the season. Bicycle workers and others were working overtime to keep pace with the demand for repair work incident to the commencement of the summer season.

Woodworking.—Planing and lumber mills were only moderately busy. The country trade is being affected very materially by the failure of the railroad to operate some of the new branches where so much of the business comes from.

Printing.—The printing and allied trades were busy and there was a steady demand for various classes of workpeople in connection with these trades. The demand is not only for hands to work in Winnipeg, but for the many printing offices that are opening up throughout the West.

Clothing.—Clothiers were generally busy. Spring trade appears to have opened up with unusual activity, and the available labour was well absorbed.

Food and tobacco preparation.—The cigar making trade is growing rapidly and most of the factories appear to be adding steadily to the numbers to which they give employment.

Leather.—The leather factories reported the demand for leather goods growing stronger, and there are openings for different classes of skilled workers in this branch.

Miscellaneous.—A large number of men and women with no vocation in particular are looking for employment. These are largely newly arrived immigrants, and they find difficulty in getting work in the city. Delivery employees are in demand; also experienced dining room girls and restaurant employees.

Transport.—Experienced railway men are in demand in the various departments. Traffic is increasing and rolling stock is being made to render the fullest possible service.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Unfavourable weather conditions interfered somewhat with building operations and to some extent with business during April. A large number of building permits have been issued and contractors are waiting for suitable weather to commence operations. The Canadian Pacific Railway Company will spend about $25,000 on the erection of a machine shop, improvements to its water plant, and other work. There was an increase in custom receipts at the local office. The returns for the fiscal year, of nine months, amounted to $199,535. As compared with 1905-06, a year of twelve months, there was an increase of $7,035.00, in spite of the transportation difficulties which occurred during the winter.

Negotiations have resulted in the granting of an increase in the rates of wages to the bridge and building department employees and trackmen of the Canadian Pacific Railway Company. The increase amounted to twenty cents per day to the old employees of the bridge and building department. The wages at present paid to the trackmen ranges from $1.50 to $2.35 per day. In future the schedule will run from $1.70 to $2.55 per day. The increase will be paid on all western lines and branch lines, and will affect about three thousand men. Engine turners have received 40 cents per day increase. The firemen have not received their new schedule yet.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding will not commence before May 1, owing to unfavourable weather. Grain receipts at points on the lines of the Canadian Pacific Railway, on April 15, amounted to 80,000 bushels of wheat, and 25,000 bushels of other grain; on the corresponding day of last year the receipts amounted to 28,000 bushels of wheat and 4,000 bushels of other grains. The total grain receipts to date this year amounted to 50,933,000 bushels of wheat, and 3,997,000 bushels of other grains. The Alexander Milling Company, of this city, has received an order for twelve cars of flour to be shipped to the Orient.

Railroad construction and employment.—It is announced that 350 miles of new railway will be constructed this year by the Canadian Pacific Railway Company, involving an expenditure of between $6,000,000 and $7,000,000. The Grand Trunk Pacific Railway Company is experiencing considerable difficulty in getting ties moved forward; general progress will be delayed. Construction work will shortly be commenced on the three lines of the Canadian Northern Railway Company on which work was done during the summer of 1906. It is expected that during the season as much will be done as supply of men will permit. It was stated by officials of the Company that the prospects are that wages will be high in consequence of the great demand for labourers for the various branches of work which will be in progress during the season. The quarantine at the Grand Trunk Pacific Railway construction camp, near Miniota, has been raised. There were three cases of small-pox; the victims were all recent arrivals from England, and the disease had prevailed on the steamer on which they came to Canada.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners were quiet; excepting for a few days when conditions were favourable. Painters, decorators and paperhangers were also quiet. Plumbers and steam-fitters were active, but stone cutters and builders' labourers were somewhat quiet.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers, blacksmiths, boilermakers and sheet metal workers were all active. Conditions with jewellers were somewhat quiet.

Woodworking and furnishing.—Woodworkers, upholsterers and pattern makers were quiet.

Printing.—Trade with printers, pressmen, etc., was active.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were busily employed.

Food and tobacco preparation.—Bakers, confectioners, butchers and meat cutters, cigar makers and tobacco workers were actively engaged, but ice-handlers were somewhat idle.

Leather.—Trade with tanners, curriers and leather workers was dull.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees and laundry workers were active. Conditions with furriers were somewhat dull.

Transport.—Employees of all kinds were active. Carters and draymen were busy—also teamsters and expressmen.

Unskilled labour.—There was a surplus of unskilled labourers in the city, a large number being recent arrivals from Great Britain.

DISTRICT NOTES.

Portage La Prairie.—A gas plant is to be installed; work on it will commence soon. Another contingent of 400 men for the Grand Trunk Pacific construction work arrived and were taken to the camp. There are now about 600 men in the camp. They are housed in substantial frame buildings, erected for their accommodation. Track laying operations will commence as soon as weather permits.

MOOSEJAW, SASK., AND DISTRICT.

Mr. J. R. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was greater activity in the labour market in April than during the previous month, especially among transportation employees. The influx of immigration, and the heavy freight business gave employment to a number of additional men. The spring has been one of the most backward experienced for some time, and agriculturists have done little or no sowing, owing to the quantities of snow that fell during the winter and the water lying on the land.

There was a serious blockade of traffic during the month on Canadian Northern Railway, and incoming settlers were subjected to considerable loss in consequence.

The locomotive engineers on the Central, Western and Pacific divisions of the C. P. R. Co., have received an increase of 40 cents per day, or 100 miles on freight or mixed trains. The Engineers on the above-mentioned divisions entered into an agreement with the Company, dating from the first of April. The increase for the 700 engineers employed west of the Great Lakes amounts to an average increase of two hundred dollars per year for each engineer.

There was greater activity in the building trade and an increased demand for suitable employees. Contractors were actively preparing for railway construction work. Wages on civic work are high. It is reported that the unfavourable condition of the roads has materially interfered with retail business. There was considerable activity in connection with improvements by the Canadian Pacific Railway Company in Moose Jaw, in the way of extension of its already large terminal yards.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During April, the labour market was more active than in March. With the opening of spring, activity revived and the greater part of the men employed in the building trades have obtained work. Unskilled labour has been fairly well employed, the City having started a number of improvements which give employment to many men, while the railroads have commenced employing extra crews for summer work, and most of the unskilled labourers have secured employment. The Alberta Portland Cement Company located here, had to suspend operations in consequence of a shortage of coal, and it is feared that other manufacturing establishments, will for the same reason, be forced to close down. The planing mills, which use shavings for fuel are beginning to run short of lumber, and as the railroads are also running short of coal, they fear that they will not be able to keep their mills running.

The railroads had a very busy month, the influx of settlers with other heavy spring shipments taxing them to their utmost capacity.

Journeymen tailors have received an increase in wages dating from the first of April. The increase was from 28 cents to 35 cents per hour. Fifty employees were affected.

Bank clearings are increasing after the winter. The wholesale houses have had a very satisfactory month, and the retail trade has been profitable.

The sash and door factories have granted their workmen a 9–hour day with the same pay they were receiving for ten hours.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—On April 2, 3 and 4 the Pure Bred Stock show and annual sale

was held here, when about 250 head of pure bred bulls were offered for sale. While most of the animals were sold, the prices realized were not as good as those of last year, averaging about $85 per head. The cattlemen claim that the cause of the lowering of the price was on account of the sale being held six weeks earlier than last year. Next year the sale will take place about the 20th of May. Seeding is progressing slowly on account of the lateness of the spring.

Manufacturing.—The Western Canneries Company is about to erect a large canning factory here, the capital of the Company is stated to be $1,000,000. It is the intention of the Company to erect a factory this spring, and one at Medicine Hat later in the year. Cushing Brothers, Limited, have commenced the erection of a large sash and door factory in the Eastern portion of the City. They already own the largest sash and door factory in the Province, which is located in the centre of the City.

Transport.—About the first week of the present month three motor busses, manufactured in Glasgow, arrived in the City for the Calgary Car Company. The busses will seat about 22 passengers each, and cost the company about $6,000. The Company at once placed them in service on the street, and they have already proved a great convenience to the residents of the outlying districts.

Mining.—The whole Province was affected by the trouble in the mining camps, which if not settled in the near future will completely embarrass the railroads, if not the manufacturing establishments of the Province. It will be remembered that a conference between the operators and the miners was held in this City in the early part of March, and that after being in session for three days the conference was adjourned for two weeks, and met again on March 18, but after several sessions failed to come to an agreement. The agreement which most of the operators had with the miners, expired on the first of the present month. A vote among the different unions interested was taken during the second week in April, and resulted in favour of a cessation of work. About the time that the unions were voting on this question the operators posted a notice at the mines to the effect that a general reduction in wages would go into effect on May 10. After these notices had been posted the miners stopped work closing down the following mines: The Crows' Nest Pass Coal Company's mine at Coal Creek, 850 men, capacity, 2,500 tons of coal and 300 tons of coke, daily; Michel mine, same company, 450 men, 1,500 tons of coal, and 250 tons of coke; International Coal and Coke Company's mine, at Coleman, 400 men, 1,500 tons of coal and 250 tons of coke, daily; Canadian American Coal Company's mine, Frank, 275 men, 600 tons of coal daily; Hill Crest Mine, 30 men, 100 tons of coal daily; West Canadian Colleries Company's mine, Lillie mine, 300 men, output 600 tons of coal and 30 tons of coke; Belleville mine, 175 men, 450 tons of coal daily; Breckenridge and Lund Company, Lundbreck mine, 75 men, daily output 200 tons of coal; Galbraith mine, 20 men, 50 tons of coal; Pacific Coal Company, Bankhead mine, 350 men, 1,200 tons of anthracite coal daily, and the McNeill Company's mine at Canmore, 270 men with a daily output of 500 tons of coal. The whole representing 3,400 men, and an output of 9,000 tons of coal and 1,100 tons of coke, daily. These are the men directly affected; it is impossible to estimate the number of men that will be affected indirectly if the trouble should last for any length of time, as the railroads will be completely tied up and probably the greater portion of the manufacturing establishments throughout the Province.

Railroad construction and employment.—In March the City Council prepared a by-law to be submitted to the ratepayers to borrow $250,000 on debentures for the purpose of installing a municipal street railway system. The vote of the ratepayers was taken on the 25th of the month and the by-law was carried by a majority of 318 votes. It is understood that the City Council will appoint a commission to build and operate the railway, and it is expected that seven miles of the road will be in operation by the end of 1908.

CONDITION OF PARTICULAR TRADES.

Building.—It is expected that the value of the buildings to be erected in Calgary will exceed $3,000,000 in 1907. The Canadian Pacific Railway Company is erecting a new station at a cost of $200,000. A by-law was recently carried by the ratepayers approving of the expenditure of $150,000 in the erection of a new City hall. A new land registry office will be erected at a cost of $75,000; a hospital at a cost of $60,000; a high school, to cost $50,000; a Normal school, to cost $160,000; an addition to Victoria School, to cost $15,000; and a new Young Men's Christian Association building to cost $90,000; bring the total expenditures on new public buildings alone up to nearly $1,000,000.

Bricklayers, masons, carpenters, lathers, plasterers, painters, decorators and paperhangers, and builders' labourers were active, and plumbers, stone cutters, gas and steamfitters dull during April.

Metal, engineering and shipbuilding.—Machinists, and engineers, steam engineers, electrical workers, linemen, blacksmiths, boilermakers, sheet metal workers, bicycle workers, horseshoers and jewellers were active.

Woodworking and furnishing.—Upholsterers and carriage and wagon makers were active, also car builders.

Printing. — Printers, pressmen and bookbinders were active.

Clothing.—All were actively employed.

Leather.—Active conditions prevailed.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel, restaurant and theatre employees were active, and laundry workers busy.

Transport.—Railroad trainmen, switchmen, telegraphers, trackmen and freight-handlers were very busy. Cabmen, hackmen, teamsters and expressmen were active.

Unskilled labour.—There were a number of this class unemployed in the city. The Canadian Pacific Railway Company brought in a number to work in extra crews, and on account of the trouble in the coal mines had to discontinue some of its work trains and throw some of these men out of work.

EDMONTON, ALTA., AND DISTRICT.

Mr. J. A. Kinny, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was employed to a much greater extent than last month, though the lateness of the season has had the effect of limiting construction work where brick or stone is used. Compared with a year ago much more building is being done. Excavation for the new Post-office building, which will cost about three hundred thousand dollars has been started. A temporary building for the Legislature of Alberta was started last week. The ratepayers of the city will be asked on May 27th next to endorse money by-laws passed at a recent Council meeting, representing an expenditure of three hundred thousand dollars for city improvements.

The Edmonton Brewing and Malting Company purpose beginning the erection of a $350,000 Brewing and Bottling Plant.

Clearings for the week closing of April totalled $1,122,389.77. Wholesale and retail trade was good.

The railways are taxed to their utmost forwarding the settlers and their effects now coming into the Province.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This being the latest spring known for many years, very little work has been done yet.

Lumbering.—The season's cut of logs is much larger than that of any previous year, and the saw mills will be kept busy as soon as the ice is out of the river.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were employed to much greater extent than a month ago. Carpenters and joiners were very busy, the demand exceeding the supply. Lathers, plasterers, painters and plumbers were busy. Only a small number of stonecutters were employed.

Metal.—Electrical workers were busy; they have lately completed their organization. Blacksmiths, horseshoers, and sheet metal workers were also busy.

Printing.—Printers and pressmen were busy.

Clothing trades.—Journeymen tailors were busy.

Food and tobacco preparation.—Bakers and confectioners reported trade very good. Cigarmakers were very busy.

Miscellaneous.—Barbers were very busy with one or two exceptions. Hotel and restaurant employees were busy.

Transport.—Teamsters and expressmen were busy.

Unskilled labour.—The supply of unskilled labour exceeded the demand, owing partly to the number of land seekers who are in the city waiting for a more favourable condition of the roads and for warmer weather before starting out to different sections of the country. With the advent of warmer weather a large number of men will find employment on street improvement and sewer work.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LOCAL MARKET.

The general condition of the labour market during April was considerably unsettled by the cessation of work at the Crows Nest Pass Company's collieries at Coal Creek and Michel, in the South Kootenay district, and at different collieries in Alberta. Smelting operations at Nelson, Trail and Grand Forks, were curtailed while the Boundary Falls smelter was compelled to shut down on the 21st instant. It was estimated that a total of about 15,000 miners and trainmen were on that account out of employment. Many of the Canadian Pacific Railway Company's trains and freight crews have been laid off, and the business of the Kootenay district has been adversely affected.

The Associated Boards of Trade passed the following resolution in March, 1907, at Greenwood, B. C.:—

"Resolved that in view of the great suffering during the past winter which resulted from lack of sufficient fuel, and loss to the mining and smelting interests in consequence of the shortage of coal and coke, that the Dominion Government be asked to at once open up their coal fields in East Kootenay, in the 50,000 acres of land reserved for the purpose of offering assurance that a supply would be available under such exceptional circumstances as those experienced recently."

The "Lone Bachelor" mine, near Sandon, was sold recently, the price paid, it is stated, amounted to $80,000. The "Elkhorn," a new prospect in the same locality is being developed, three feet of high grade Galena being struck recently.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There is considerable activity in the sale of fruit lands in this district, the mild climate and excellent quality of the fruits attracting fruit growers from many parts of the world.

Lumbering.—The lumbering industry is hampered as the Canadian Pacific Railway Company cannot furnish sufficient cars or transportation facilities, on account of the suspension of work at the coal mines leaving the railway companies short of fuel. The Railway companies claim that they have plenty of coal in transit and that they will resume shipments in a few days. The Vale-Columbia Lumber Company's mill at Nelson, started cutting on April 20.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during April was very active. All classes of labour have been steadily employed. Considerable rain fell in the early part of the month, but later the weather was all that could be desired for outside work. No scarcity of labour has been reported, and the supply seems equal to the demand. Compared with the corresponding month

of last year there was much more activity in labour circles, and in most cases employees are receiving more for their labour this year. The carpenters are this year receiving 43 cents per hour minimum rate as compared with 35 cents per hour last year, an eight hour day, and a half day on Saturday. This scale took effect on the 1st of April without opposition, except in one instance, where several men were employed in building an addition for a local foundry. The manager wished the men to work nine hours per day. This they refused to do, and the job was completed by non-union labour. Nearly all the City employees have received an increase in their salaries which took effect from the 1st of March. The increases run from five dollars to thirty dollars per month. The employees of the B. C. Electric Railway have presented a new wage schedule to the management to take effect on the 1st of July, when the present agreement expires. The matter is still under consideration. The Chinese Cooks in this City have formed an association, and arranged a scale of wages which will mean an increase of about forty per cent. The hotels and boarding houses in this City have raised their rates one dollar per week. Increased cost of supplies and labour is given as the cause. Good progress is being made on the several new residences and business blocks which are being erected in the City. A well-known firm of condensed milk manufacturers are negotiating for a site upon which to erect a factory. Negotiations have been opened up with farmers in the district to supply the necessary milk.

The local Electric Railway Co. have secured four water front lots, and large wharves and warehouses will be at once built in order to handle the trade which will follow upon the completion of the line between this City and Chiliwack. The local wooden pipe works are now complete and the finished article is now being turned out.

From May 1st to October 1st hardware stores in this city will close every Saturday afternoon from 2 p.m. to 7 p. m., in order to give their employees a half holiday. The employees in the grocery stores have formed an association with the object of securing a half holiday during the summer months, or in lieu of this to close the stores at 5 p. m. every evening except Saturday.

Two small strikes took place during the month, by the employees of Steamers plying between this City and Chiliwack. In one case the demands were granted, and in the other they were refused and new men secured. The men in each case asked for an increase of five dollars per month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculture was active. The farmers were busy seeding, and good prices prevailed for all kinds of farm produce. Market quotations were as follows:—

Beef Hindqr.....	9 to 9½c.	per lb.
" Foreqr.....	6 to 6½c.	"
Mutton.....	13 to 14 c.	"
Veal.....	11½c.	"
Onions.....	$ 1.50	per sack.
Potatoes.....	20.00	" ton.
Eggs retail.....	20c to 25c.	per dozen.
Eggs wholesale....	23c.	per dozen.
Butter.....	23c.	per dozen.
Butter.....	35 to 40c.	per lb..
Fowl.....	8.00 to $ 9.00	per dozen
Chickens.....	7.00 to 8.50	"
Ducks.....	11.00 to 12.00	"
Apples.....	1.50 to 1.75	per box.

Manufacturing.—The B. C. Sugar Refining Co. has issued the following price list, which is subject to change:—

Sugar Powdered icing and bar.....	$6.80	per bbl.
" Paris lumps.....	6.30	"
" Granulated.....	5.30	"
" Extra C.....	4.70	"
" Fancy Yellow.....	4.55	"
" Dark Yellow.....	4.35	"
" Yellow.....	4.45	"

The above prices are for barrels and 100 lb. bags.

Fishing.—Fishing was rather quiet, although a fairly good catch was taken of red salmon and steelheads, for which a ready market is assured. Many of the fishermen are at present employed in other occupations waiting for the sockeye run before taking out their nets.

Lumbering.—Lumbering was more active than at any time in the history of this province, and is likely to continue so all through the season. Many of the mills were working overtime in order to

cope with the demands. The large shops are at present loading lumber in this City for foreign ports, while the demand from the new Provinces of Alberta and Saskatchewan is unprecedently heavy.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and decorators, and builders' labourers were active. Plumbers and gas and steam fitters were busy.

Metal, engineering and shipbuilding.—Iron moulders, ironworkers and helpers, machinists, engineers and blacksmiths were active. Boilermakers and horseshoers were busy.

Woodworking and furnishing.—Woodworkers, carriage and wagonmakers were active. Carbuilders (Electric) and shingle weavers were busy.

Printing and allied trades.—Printers and pressmen were active.

Clothing trades.—Journeymen tailors, garment workers and boot and shoemakers were busy.

Food and tobacco preparation.—Bakers and confectioners, and butchers were busy. Cigarmakers were active.

Leather trades.—Tanners and curriers were active, and leather workers were busy.

Miscellaneous.—Barbers and laundry workers were active, also clerks and stenographers. Delivery employees and hotel and restaurant employees were busy.

Transport.—Freight handlers, steamboat men, street railway employees, teamsters and expressmen were active. Ship labourers were busy.

Unskilled labour.—Busy.

DISTRICT NOTES.

The Dominion Government will provide better wharfage facilities for the Chiliwack landing. This is something that will be appreciated by the residents in that locality.

The City of Steveston on the Fraser River had a couple of serious fires during the month, which will mean a loss of about twenty thousand dollars.

VANCOUVER, B. C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The rates for shipping lumber have been advanced for voyages to South Africa and Peru. The advance amounts to two shillings and six pence.

The new Canadian-Mexican Company, recently organized, has sent its manager to Mexico, where he will establish agencies and branches of the Company in all the principal seaports, as well as in the City of Mexico. Not only will the products of British Columbia be sold in Mexico, but fruit of all kinds, leather, etc., will be brought from there in large quantities.

Navigation on the Skeena River has opened. The wharves at Port Essington are full of freight, for Hazelton and way points.

After July 1st, the rate to be charged on shipments of flour from B. C., and Puget Sound ports to the Orient will be considerably increased.

Bank clearings for the week ending April 26th, were $3,433,833, or $1,046,944 more than the clearings for the corresponding week a year ago. The figures for same week in 1905 were $1,402,990.

The total current monthly clearings were $14,587,073, as compared with $9,382,657 and $6,207,292 in the corresponding month of 1906 and 1905 respectively.

The following new companies have been organized:—

The Canadian-Mexican Trading Company—Capital, $10,000.

B. C. Transportation and Commercial Company—Capital, $300,000.

Great Northern Printing and Publishing Company—Capital $20,000.

A Restaurant-keepers' Association has been organized. The prices of meals have been raised 25 per cent.

A new rate of wages, which will mean an increase of approximately $7,000 a year to the commercial telegraphers of the Pacific division of the Canadian Pacific Railway's telegraph system, was recently

agreed to by the officials of the company. Under the new rating there will be six $90 salaries in the Vancouver office. The total monthly wages of the 26 telegraphers in the Vancouver office formerly amounted to $1,825. The new rate, which is effective from April 1st, will bring the figure up to $2,084 per month. The outside points at which the telegraphers received material increases include Bamfield, Victoria, Nanaimo, Ladysmith, Revelstoke, Nelson, Rossland, Ashcroft and Kamloops. The commercial operators on other divisions of the C. P. R. have received a like raise in wages.

The state of the carpenters' strike was unchanged. The work in hand by other building trades is now nearing completion, and consequently, while there is plenty of work to be done, activity is checked. The building permits issued for 2½ months up to 18th inst., numbered 88, involving an estimated expenditure of $814,607.

Local trade was very active. Changes in prices occurred in provisions, fruits and vegetables. Dry salt bacon is up to 14¼ cents, a raise of 1 cent. Butter was scarce at 45 cents, with the supply coming in slowly from California and a little from Eastern cities.

His Worship, the Mayor, received the following wire from Hon. Wm. Templeman:—"Order in Council giving City deed of foreshore lot market site has passed Council, and deed will follow in due course." Work on proposed market will be started immediately.

It was reported that, the organization of a company had been completed to take over the Vancouver Drydock Company, which had been organized to construct a floating dry-dock on Burrard Inlet.

On the 17th some excitement was caused by the discovery of a few gold nuggets, one of which was valued at $15, by a workman while putting down a drain. As a result seven placer claims were staked out, but no more gold was found.

Building permits for first three months of this and last year were as follows:—

	1906.	1907.
January	$176,425	$187,265
February	244,675	319,220
March	312,880	481,290
Totals	$733,980	$993,025
Advance for 1907	.....	$260,045

It was announced that a six-storey fireproof boot and shoe factory will be erected by J. Leckie & Co.

CONDITION OF PARTICULAR TRADES.

Metal, and engineering.—Moulders, coremakers, and all foundry employees were active. Electricians were fairly busy. Linemen were very active.

Printing and allied.—Printers of all classes were active.

Clothing.—Tailors were busy.

Food and tobacco preparation.—Butchers and bakers were fully employed. Icemen were busy. Cigarmakers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel and restaurant, and theatre employees were busy.

Transport.—Transportation both on sea and land was very active. There was a large volume of trade, and the prospects are good for its continuance. The employees in several instances worked overtime.

Unskilled.—This class was busy. The carpenters' strike, however, was the reason for many being idle.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During April the supply of labour generally was equal to the demand, with the exception of the industries affected by

the strike of boilermakers, shipwrights, ship joiners and blacksmiths. On different occasions men have been brought in, but on each occasion have accepted work in other lines. At the B. C. Marine Railway Company's works very few men in the trades above mentioned were working. It is stated that there are not twenty-five per cent. of the men who went out on strike in December now in the city. If the strike were settled Messrs. Bullen claim there would be constant employment for about twenty-five boilermakers and shipwrights, thirty-five ship joiners, three blacksmiths and three pattern-makers. No particular efforts have been made to secure a settlement, the proprietors endeavouring to fill the places of the strikers, and the strikers seeking work elsewhere, or taking employment at anything they can get. This firm is willing to meet the men individually, but will have nothing to do with the Strike Committee or the Unions. Any settlement will have to be dealt with by the Employers' Association, as the matter was out of the firm's hands. As the representatives of the Employers' Association and the Strike Committee have not been brought together up to the present, the strike is no nearer a settlement than when it took place.

During the latter part of April the Board of Trade held an inquiry to take evidence of the alleged scarcity of labour in Victoria and district and numerous employers came forward claiming that their separate industries were crippled for want of help. The President of the Trades and Labour Council attended and asked the privilege of questioning the different witnesses as to the cause of the shortage of labour in certain industries. This privilege was not accorded. In this connection the Trades and Labour Council at its last meeting unanimously passed the following resolution:—

"Be it resolved that the Trades and Labour Council is of the opinion that the Provincial Government should appoint a commission to make a thorough investigation into the alleged scarcity of labour in British Columbia before rendering financial assistance to any assisted immigration scheme and that labour should be represented on such commission."

CONDITION OF LOCAL INDUSTRIES.

Fishing.—This is the dull season in the fishing industry so far as the taking of fish is concerned. Active preparations were going on by the West Coast Canneries in anticipation of a good pack of spring salmon.

Lumbering.—All the lumber mills in Victoria and vicinity were working to their utmost capacity to keep up with their orders. The great amount of building now going on both in the Northwest Territories and British Columbia ensures activity in the industry for a long time to come.

Mining.—While very little mining is done in the immediate vicinity of Victoria, good reports were received from up the coast. The Queen Charlotte group seem to be the chief centre of activity at present. Information received from that camp shows that prospectors and mining experts were arriving there from different parts of the continent in large numbers, and it was expected that the present bright outlook at this place will be long continued. There is every prospect that a smelter will soon be built on Vancouver Island for the reduction of the vast deposits of iron ore which are known to exist here, into pig-iron. Mr. J. A. Moore, who is at the head of the enterprise, thinks that it will be a profitable undertaking.

Manufacturing.—Large expenditures and additions were being made to the plant of the Vancouver Portland Cement Company, a few miles from this city. Machinery is being installed, and many new men are being taken on. When the work now under way has been completed, the output of the plant will be increased by almost one half, and the institution will be one of the largest of its kind in America. The demand for the product of this company is increasing all the time, owing to the activity in the building trades. A new industry in the shape of a plant for the manufacture of cement blocks in this city is about to be established. The blocks are being extensively used in building operations. It is expected that when this plant is completed, that it will give employment to a large number of men. Owing to the heavy demand for this product, the Messrs. Humber Bros., brick manufacturers, have purchased fifty acres of land 16 miles

from Victoria, and are about to commence construction on the largest brick making plant on the Island. The new works will keep about 80 men constantly employed, and will turn out about 175,000 bricks a day. Another brick manufacturing plant has been added to the city by a new company, called "The Silica Brick Company." Their works are on Esquimalt Harbour. Machinery costing about $42,000 is being installed, and their product, which is totally different from the ordinary brick, being composed of a mixture of lime and a fine silicious sand, will soon be on the market. They will employ from 75 to 100 men.

Railroad construction.—Only repair work is going on upon the two railroads on this Island, this work alone keeping a large number of men busy, as much filling in is being done on the line of the Esquimalt and Nanaimo Railway.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades will be kept very busy during the coming summer. Contracts were let during April for many new business blocks and residences, and building will only be limited by the supply of lumber and other materials. Among the new buildings to be erected are one for the Merchants' Bank; a flour and feed warehouse, a new wing on St. Joseph's Hospital, and a new garage. The Pacific Club will add to its present quarters. Good workmen can always find employment. The following are the prevailing wages paid in the building trades in Victoria:—

	1907 Per day.
Plasterers	$5.00
Bricklayers	5.00
Carpenters	3.50
$4 after April 1	
Metal Workers	4.00
Common labour	2.50
Masons' helpers	2.50
Plasterers' helpers	3.00
Mortar Mixers	3.00
Head Sawyers	6.00
Second Sawyers	4.75
Millwrights	4.00
Labourers	2.25

Metal, engineering and shipbuilding.—A special meeting of the Pacific Coast Metal Workers' Association was held during the month, representatives from Victoria, Vancouver, New Westminster and Nanaimo being in attendance. Trade conditions were reported active. Iron moulders in the shops not affected by the strike were kept constantly employed. Machinists were fully employed, overtime being worked in some places. Blacksmiths were all steadily employed. Boilermakers, iron ship builders, ship caulkers and shipwrights are still on strike at the B. C., Marine Railway Co., and the Victoria Machinery Depot, and consequently very few men in these trades are employed.

Woodworking and furnishing.—Woodworkers, upholsterers and polishers have all been kept busy, and the prospects were good. A new furniture factory is about to be established in this city. Pattern makers were well employed. A number of ship joiners who were brought here to take the place of the striking ship joiners have also found constant employment in the building lines. Coopers were all working steadily, though there is not much work of this class done here.

Printing and allied.—Printing in all branches was very brisk, and any new printers coming here were put to work. Linotype operators have been in demand. The prospects are bright for the future.

Clothing.—Journeymen tailors and garment workers reported spring and summer orders very active.

Food and tobacco preparation.—Cigar makers, numbering sixty, were constantly employed during the month, as the local product is in demand.

Miscellaneous.—Barbers were all employed. The price of hair-cutting has been raised from 25c. to 35c., owing to an increase of wages to the journeymen about to form an association for the purpose of endeavouring to get a half holiday, and for the betterment of their positions. Hotel and restaurant employees are in demand here. The Waiters Union, recently formed, report things flourishing.

Transport.—Considerable difficulty is being experienced by shipping men in securing crews for sailing vessels. The difficulty is much greater than it has been for years. Sailors on coasting vessels draw from $45.00 to $50.00 per month, while deep sea sailors get $25.00.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was not much change in the labour market as regards shortage of men. As the spring advances, the demand for additional men is increasing, and the supply seems to be decreasing, there being a continual demand for more men in both the lumbering and coal trades. While there are few new industries opening, in the woods new camps are being started as fast as suitable workmen can be procured. The present month has been a very satisfactory one from a commercial standpoint, as business of all kinds was reported good. There have been no changes during the month, but wages have shown a gradual increase.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy with spring work, and some of them reported a shortage of help.

Fishing.—There was no activity among fishermen outside of the local trade.

Lumbering.—The sawmills were working steadily to full capacity, and find it difficult to meet the demand for lumber, which demand is expected to increase with the advance of the season. In the woods there was great activity, as the demand for logs was largely in excess of the supply. The lack of men tended to retard operations.

Mining.—The coal mines were working to full capacity and reported a shortage of help, especially of unskilled labour.

Railroad construction.—As yet, no construction work has been started, but it is expected that a move will be made shortly.

CONDITION OF PARTICULAR TRADES.

Building.—There was not much employment among bricklayers and masons. Carpenters were busy, those of Nanaimo having more work than they could attend to. Painters and paperhangers, plumbers and builders' labourers were fairly active,

Metal, engineering and shipbuilding.—Machinists, engineers, blacksmiths and carriage workers were actively employed.

Printing.—Printers reported business active.

Transport.—Teamsters and expressmen had as much work as they could possibly handle.

Unskilled labour.—This class has been well employed. There was a steady demand for men in the lumber industry and at the mines.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—THREE APPLICATIONS DURING APRIL FOR BOARDS OF INVESTIGATION.

IT will be remembered that the new legislation known as "The Industrial Disputes Investigation Act, 1907", the text of which was printed in the *Labour Gazette* of April, received the royal assent on March 22. The object of the act, it will be recalled, was the maintenance of industrial peace in all public utilities, and its chief feature was the requirement that, in the event of a dispute in any industry known as a public industry, it shall be illegal to resort to a strike or lock-out until the dispute in question has been made the subject of an investigation before a Board of Conciliation and Investigation to be established by the Minister of Labour. During the month of April, although the provisions of the act were still but imperfectly known in many parts of the Dominion, three applications were received for the establishment under its provisions of Boards of Conciliation and Investigation. These were respectively as follows:

1. From the management of the Cumberland Railway and Coal Company of Springhill, N.S.;

2. From the management of the various coal mining companies operating in Alberta and eastern British Columbia;

3. From certain machinists in the employment of the Grand Trunk Railway

Company at Montreal, Turcot, Ottawa, Toronto and Stratford.

A summary of the proceedings in connection with each application is given in the present article.

SETTLEMENT OF A MINING DISPUTE AT SPRINGHILL, N. S.

The first application under the new Act was received by the Department of Labour on the 8th of April on behalf of the Cumberland Railway and Coal Company, Limited, of Springhill, N. S. The application was accompanied by the statement and declaration required under the Act, the documents being respectively as follows:—

Application.

IN THE MATTER OF THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

THE HON. RODOLPHE LEMIEUX, K. C., M. P., Minister of Labour.

The Cumberland Railway and Coal Company, Limited, respectfully makes application to the Honourable the Minister of Labour of the Government of Canada to appoint a Board of Conciliation and Investigation to which an existing dispute between the Cumberland Railway and Coal Company, Limited, and its employees may be referred under the Provisions of "The Industrial Disputes Investigation Act, 1907."

The Cumberland Railway and Coal Company, Limited, are colliery owners whose mines and works are at Springhill in the County of Cumberland and it employs in all about seventeen hundred men.

The nature of the dispute is that two lodges of the Provincial Workmen's Association (at Springhill), a trade union under the Act, requires all the employees of the Company to become members of these organizations, and have struck work because there are in the employ of the Company men who are not members of these organizations, and refuse to become members; in other words, the Union insists on a "closed shop." The Company make no distinction between union and non-union men in giving employment.

Hiram Donkin, of Glace Bay, Cape Breton, is willing and ready and desires to act as a member of the Board representing the Cumberland Railway and Coal Company, Limited.

I have the Honor to be, Sir,

Your obedient servant,

(Signed). J. N. COWANS.

Statement.

STATEMENT ACCOMPANYING THE APPLICATION OF THE RAILWAY AND COAL COMPANY, LIMITED, DATED THE 4th DAY OF APRIL, 1907, FOR THE APPOINTMENT OF A BOARD OF CONCILIATION AND INVESTIGATION.

1. The parties to the dispute are the Cumberland Railway and Coal Company, Limited, and the members of the Pioneer Lodge and Mechanics' Lodge, branches of the Provincial Workmen's Association of Nova Scotia.

2. The nature and cause of the dispute is: That the members of two lodges of the Provincial Workmen's Association (at Springhill) a trade union under the Act, requires all the employees of the Company to become members of these organizations, and have struck work because there are in the employ of the Company men who are not members of these organizations, and refuse to become members; in other words, the union insist on a "closed shop." The Company makes no distinction between union men and non-union men in giving employment.

3. An approximate estimate of a number of persons affected or likely to be affected by the dispute is seventeen hundred.

4. The Cumberland Railway and Coal Company, Limited, have been unable to get the men to resume work and are powerless in the matter.

Dated, the 4th day of April, A. D., 1907.

(Signed) J. N. COWANS,
General Manager.

Statutory Declaration.

DOMINION OF CANADA,
PROVINCE OF NOVA SCOTIA,
CITY AND COUNTY OF HALIFAX.

I, John R. Cowans, of the Town of Springhill, in the County of Cumberland, Province of Nova Scotia, general manager of the Cumberland Railway and Coal Company, Limited, do solemnly declare and state to the best of my knowledge and belief a strike is declared at Springhill aforesaid by the members of the Pioneer Lodge and Mechanics' Lodge of Springhill, both being branches of the Provincial Workmen's Association of Nova Scotia, under the circumstances declared in the application for appointment of a Board of Conciliation of Disputes and the Statement of facts both hereto annexed, and that failing an adjustment of the dispute or a reference thereof by the Minister of Labour to a Board of Conciliation and Investigation under the Industrial Disputes Act 1907, the said strike will continue.

AND I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act, 1893.

DECLARED before me at Halifax, in the County of Halifax, this 4th day of April, A. D., 1907.

(Signed) W. K. MUNN. (Signed) J. N. COWAN

A Notary Public in and for the province of Nova Scotia.

On the date, however, on which the above application, statement and declaration were received, April 8th, the following telegram was also received by the Minister of Labour from the management of the Cumberland Railway and Coal Company:—

"I have pleasure in advising you that all the men at Springhill Collieries have returned to work and no question was raised on their return as to open or closed shop. Under the circumstances it will not be necessary to take further steps on the application for reference submitted by Cumberland Railway and Coal Company."

On the same date a telegram was received from Mr. J. R. Cowans, General Manager of the Cumberland Railway and

Coal Company, which said, with reference to the Industrial Disputes Investigation Act, 1907:

"This is the best yet, and if rightly enforced will safeguard the mining and industrial interests of Canada."

These telegrams were read by the Minister of Labour in the House of Commons on April 8th. Under the circumstances the establishment of the Board was not further proceeded with.

It appears that the men in suspending work in the mines at Springhill had been under the impression that the new legislation did not apply to the Province of Nova Scotia. They had not intended infringing its provisions, and when, as a result of inquiries addressed to the Department of Labour, they were assured that Nova Scotia was included in the scope of the Act, together with every other Province in Canada, they returned to work without further delay. A few days subsequently, according to reports furnished to the Department, the non-unionists were persuaded to join the Provincial Workmen's Association, and the object of the unionists was thus attained.

THE DISPUTE IN THE WESTERN COAL MINES.

During the month of March a conference was held at Calgary, Alta., between various operators in the coal fields of Alberta and Eastern British Columbia and representatives of the local Canadian district of the United Mine Workers of America with a view to arriving at a new working agreement to replace that which expired at the end of March. The conference broke up without arriving at any satisfactory settlement. The Industrial Disputes Investigation Act 1907 had in the meantime become law, but copies of the measure had not reached the hands of the representatives of the Union, or of the operators, and its provisions were but imperfectly known to either party. Application for the appointment of a Board of Conciliation and Investigation under the provisions of the Act followed, however, immediately upon the failure of the Conference at Calgary, and the Minister of Labour decided to establish a Board as requested. There were seven companies involved in the dispute, viz.: The Crow's Nest Pass Coal Company, Fernie, B. C.; Canadian-American Coal Company, Frank, Alta.; International Coal and Coke Company, Coleman, Alta.; West Canadian Collieries, Limited, Lille and Bellevue; Pacific Coal Company, Bankhead, Alta.; Breckenridge Coal and Coke Company, Lundbreck, Alta.; and the H. W. McNeill Coal Company, Canmore, Alta. At the suggestion of the Minister it was arranged that since the disputes ran on very similar lines in connection with the various companies, they should be as far as possible dealt with simultaneously. It was arranged accordingly on behalf of the operators that their representative in the case of several of the Companies concerned should be Mr. J. L. Parker, and in the case of the other companies concerned, Mr. Frank B. Smith, both residents of the Province of Alberta. On behalf of the employees, the name of Mr. L. P. Eckstein was recommended as their representative in the case of each of the various disputes. These gentlemen were duly appointed members of the Board by the Minister. Messrs. Parker and Eckstein met immediately to consider the question of recommending to the Minister of Labour the name of one who would be acceptable as a third member and Chairman of the Board. On the 20th of April the Department was notified by a telegram from Messrs. Parker and Eckstein that they were unable to agree on such recommendation, and on April 23rd the Minister of Justice appointed to the Chairmanship of the Board the Honourable Sir William Mulock, Chief Justice of Ontario. Mr. Mackenzie King, Deputy Minister of Labour, left Ottawa on the morning of April 20th, for Fernie, with a view to being able to explain to the parties to the dispute the nature of the Act, and to render any assistance possible in bringing about a settlement. Many of the men had in the meantime ceased work, partly through a misapprehension of the Act, although it would appear that no strike had been expressly declared, and eventually the majority of the mines were compelled to cease operations entirely, pending a settlement of the dispute.

Sir William Mulock arrived at Fernie, B. C., on the morning of Tuesday, the 29th of April. The following telegram from the Deputy Minister of Labour to the Minister of Labour, under date of April 29th, sets forth the situation at that date:—

"Am pleased to be able to inform you that as the result of negotiation between the parties during the past two or three days, the outstanding points of an agreement have been so adjusted through conciliation as to make it acceptable to the operators of the seven companies comprising the Western Coal Operators' Association and to the district executive board of the United Mine Workers' Association. The district executive have agreed to strongly recommend this agreement for acceptance by the men at all the mines. A referendum vote will be taken on Thursday of this week. In the meantime the sittings of the Board of Conciliation and Investigation which were to have commenced tomorrow will stand adjourned."

The negotiations for settlement were still in progress at the close of the month of April*

APPLICATION OF GRAND TRUNK RAILWAY COMPANY MACHINISTS.

THE third request for the establishment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907, was received by the Acting Registrar of Boards of Conciliation and Investigation on Saturday, April 20, on behalf of certain machinists in the employ of the Grand Trunk Railway Company at Montreal, Turcot, Ottawa, Toronto and Stratford.

The application was accompanied by the statement and the statutory declaration necessary under the Act, and also by a statement in detail of the demands made on behalf of the machinists respecting "the rules and rates of pay coving the service of machinists and machinists' apprentices on all lines operated by the Grand Trunk Railway system." The text of the various documents received is as follows:—

On May 5, Mr. Mackenzie King wired the Minister of Labour that the referendum had resulted favourably. A working agreement for two years was effected under which the men returned to work on May 6.

The Application.

Montreal, April, 1907.

The Honourable,
The Minister of Labour,
Ottawa, Ont.

Honourable Sir:—

The undersigned officers of Victoria Lodge, International Association of Machinists, having been duly authorized by the members of the said Union so to do, hereby request you to appoint a Board under the provisions of the Industrial Disputes Investigation Act, 1907, to which shall be referred the existing dispute between those whom we represent and the Grand Trunk Railway Company.

We attach hereto the statement and statutory declaration required by section 15, sub-section 2, of said Act.

We nominate Alexander H. Champion as our representative on the said Board. He is willing and ready, and desires to act in that capacity.

We have the honour to be, Sir,

Yours respectfully,

(Signed) GEORGE BOAZ,
330 Bourgeois St., Montreal, Que.
(Signed) FRANK FOSTER.

Statement of the Dispute.

IN THE MATTER of a dispute between the Grand Trunk Railway Company and its machinists.

STATEMENT.

1. The parties to the dispute are the Grand Trunk Railway Company and the Machinists employed by the Company at Montreal, Turcot, Ottawa, Toronto, Stratford.

2. The dispute is over the schedule or agreement annexed hereto. The machinists want a collective agreement in the terms of the schedule. The Company refused to concede these terms.

3. About 400 men are affected by the dispute.

4. The machinists, through their representatives, have endeavored to arrive at an arrangement with the Company, but without avail.

Statutory Declaration.

DOMINION OF CANADA,
PROVINCE OF QUEBEC.
To Wit:

We ....., of the City of Montreal, Machinists, do solemnly declare;

1. We have an intimate knowledge of the dispute existing between the Grand Trunk Railway Company and its machinists, and to the best of our knowledge and belief, failing an adjustment of same, or a reference thereof by the Minister to a Board of Conciliation and

Investigation under the Iudustrial Disputes Investigation Act, 1907, a strike will be deciared and that the necessary authority to declare such strike has been obtained.

And we make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act, 1893.

(Sgd.) GEO. BOAZ,
F. FOSTER.

Declared before me at the City of Montreal, in the County of Hochelaga this 17th day of April, 1907.

(Sgd.) J. ARTHUR TANGUAY,
Commissioner of the Superior Court.
A Commissioner, etc.

Statement of demand made by employees.

Rules and Rates of Pay Covering the Service of Machinists and Machinists' Apprentices on all Lines Operated by the Grand Trunk Railway System.

ARTICLE 1.

Men who operate Lathes, Planers, Slotting, Shaping, Milling, or Boring Machines, or who fit up, assemble or repair the various parts of Locomotives, Stationary or Marine Engines, Machinery, or Machine Tools, shall be designated Machinists.

ARTICLE 2.

SECTION I. Nine hours shall constitute a day's work in all shops and roundhouses, which shall be accomplished during the following hours, on Standard time, namely:—

If employed by day.—From November 1st to April 1st in each year, and on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday of each week, from 7:00 a.m. to 11:30 a.m., and from 12:30 p.m. to 5. p.m. And from April 1st to November 1st of each year, and on Monday, Tuesday, Wednesday, Thursday, and Friday of each week, from 6:30 a.m. to 11:30 a.m. and from 12:30 p.m. to 5:30 p.m., and on Saturday of each week from 6:30 a.m. to 10:30 a.m.

If employed by night.—The hours shall be on Monday, Tuesday, Wednesday, Thursday and Friday throughout the year from 7:30 p.m. to 11:30 p.m. and from 12:30 a.m. to 5 a.m. If their services are required at any other or for any additional time, they shall be paid at the rate of time and one-half.

SECTION II. Should it become necessary to reduce expenses, the time will first be reduced to not less than forty hours per week before any reduction is made in the staff; the said reduction to be effected by reducing each day or night by the same number of minutes at the beginning and end. Any further reduction that may become necessary shall be made by reducing the staff, in which event men having others dependent upon them for support shall be given the preference of employment, seniority to govern.

ARTICLE 3.

SECTION 1. Overtime rates shall be paid as follows: From the close of the prevailing shop hours and on Sundays, Civic Holiday, and on all Legal Holidays, namely:—

IN CANADA.	IN UNITED STATES.
New Year's Day.	New Year's Day.
Good Friday.	Washington's Birthday.
Victoria Day.	Memorial Day.
Dominion Day.	Independence Day.
Labour Day.	Labour Day.
Thanksgiving Day.	Thanksgiving Day.
Christmas Day.	Christmas Day.

or on the nights immediately following those days, will be paid for at the rate of time and one-half. Should any of the above days fall on Sunday, then the day observed by the State or Nation, or set by proclamation in lieu thereof, or the night immediately following it, will be paid for at the rate of time and one-half.

SECTION 2. The minimum amount of time to be allowed to a machinist or an apprentice called to work after the prevailing shop hours, up to 12 midnight, shall be two and one-half hours; if called after 12:00 midnight, five hours time shall be the minimum allowance; if the hours worked entail a further allowance, overtime rates shall be paid.

SECTION 3. Should a machinist or an apprentice be sent away from home, temporarily, to work, he shall work such hours and receive such pay as is provided for in Art. 2, Sec. 1, and Art. 3, Sec. 1, and shall further receive straight time

from the time called, and while travelling and while detained from his work by any cause over which he has no control. Also a further allowance of not less than one dollar per day for meals and lodging.

ARTICLE 4.

SECTION 1. Machinist or Apprentice shall not suffer any penalty for acting on a committee, or representing his fellow Machinists in any capacity. Men who feel that they have been unfairly dealt with may appeal from their foreman to the Master Mechanic, or the head of his Department. A man discharged or suspended, on application to his foreman or Master Mechanic, within five days, shall be given a fair trial, in the presence of a committee of the Machinists, within ten days after such discharge or suspension, and if it is then found that he has been unjustly dealt with, he shall be reinstated, and be paid for the time he has lost at his usual rate of pay.

SECTION 2. In case of grievances arising, the head of the department at the various points shall receive a committee of the Machinists with whom he shall endeavour to settle the trouble amicably; but in case such a settlement cannot be arrived at, it is hereby agreed that the Machinists have the right to appeal to the highest officials of the Company, and that leave of absence and free transportation be given to a general or other committee while going on or returning from such business.

SECTION 3. No Machinist or Machinist Apprentice or a Guardian acting for an Apprentice, shall be required to sign any agreement in restriction of his right to be a member of a labour organization; and all such agreements as are already in existence, shall become null and void on the signing of his agreement.

SECTION 4. Machinists leaving the service shall receive their wages in full within two working days.

ARTICLE 5.

SECTION 1. The number of Apprentices in each shop shall be one for the shop and not more than one for every five Machinists employed therein. Should the number of Apprentices in any shop at the present time exceed that number, no more shall be admitted until the number is reduced by expiration of term below the said ratio.

SECTION 2. Apprentices who during the first year of their term show insufficient aptitude for acquiring the trade, shall be transferred or dismissed, but after commencing the second year of their term they shall be continued to the end thereof.

SECTION 3. No man will be employed as an improver and helpers will not be allowed to do Machinists' work.

ARTICLE 6.

Gang foremen shall have complete charge over gang or engine until it has passed inspection.

ARTICLE 7.

SECTION 1. The minimum rate of pay for Machinists in the Province of Quebec shall be twenty-six cents per hour; all gang foremen who are paid by the hour shall receive three cents per hour above the rate paid to Machinists. All Apprentices, on the expiration of their term, shall receive twenty-two and one-half cents per hour, and six months after that time they shall receive the above mentioned minimum rate.

SECTION 2. The minimum rate of pay for Machinists in the Province of Ontario shall be twenty-eight cents per hour; gang foremen who are paid by the hour shall receive thirty-two and one-half cents per hour. All Apprentices on the expiration of their term shall receive twenty-two cents per hour, and six months after that time, they shall receive the above-mentioned minimum rate.

SECTION 3. The minimum rate of pay for Machinists in the State of Michigan shall be thirty-three cents per hour; gang foremen who are paid by the hour shall receive thirty-seven and one-half cents per hour. All Apprentices on the expiration of their term shall receive not less than twenty-nine cents per hour, and six months after that time they shall receive the minimum rate of thirty-three cents.

SECTION 4. The rate of pay for Apprentices shall be as follows:—

First year	6	cents per	hour.
Second year	8	"	"
Third year	10	"	"
Fourth year	12	"	"
Fifth year	17½	"	"

ARTICLE 8.

All work shall be properly cleaned before Machinists are put to work thereon. All shops, round-houses and closets shall be kept warm in winter and always in a proper sanitary condition. Such work as removing wheels from engines or replacing them shall not be in the open air in cold or wet weather.

ARTICLE 9.

No Machinist shall be dismissed for past record after thirty days' satisfactory service.

ARTICLE 10.

When vacancies occur, Machinists employed by the Company shall be given consideration for promotion, character, seniority and proficiency to prevail.

ARTICLE 11.

All Machinists who were in the employ of the Grand Trunk Railway at all points on March 23rd, 1905, shall be reinstated to their old positions without prejudice, provided said Machinists shall apply for same within sixty days from the date of this agreement.

ARTICLE 12.

A copy of this schedule shall be posted in all Master Mechanics' offices and in a prominent position in all shops and round-houses.

ARTICLE 13.

The foregoing articles will not be amended or annulled unless the party desiring to do so gives the other party hereto thirty days' notice of their desire.

ARTICLE 14.

The above rules and rates shall take effect on the day of 190 .

Minister Decides to Establish a Board.

The application and accompanying documents were acknowledged in the following communication under date of April 20, viz.:

"Sir:—

I have the honour to acknowledge the receipt of your communication of April (undated, but received to-day), enclosing an application made in due form to the Honourable the Minister of Labour, signed by yourself and Mr. Frank Foster, as officers duly authorized, of the Victoria Lodge International Association of Machinists, on behalf of certain machinists in the employment of the above-named Company for the appointment of a Board of Conciliation and Investigation under the provisions of the above mentioned Act for the purpose of proceeding according to the said Act in the above mentioned matter.

The Minister directs me to say that he is taking steps to appoint a Board of Conciliation and Investigation to which the said dispute may be referred in accordance with the provisions of the said Act.

I have the honour to be, Sir,

Your obedient servant,

(Signed) F. A. ACLAND,
Acting Deputy Minister of Labour and
Acting Registrar of Boards of Conciliation and Investigation.

GEO. BOAZ, Esq.,
330 Bourgeois St.,
Montreal, Que."

Statement of G. T. R. Company.

The Department of Labour also immediately placed itself in communication with the other party to the dispute named and after the exchange of a number of telegrams and letters, the following letter was received by the Minister of Labour, on April 27 from Mr. Charles M. Hays, general manager of the Grand Trunk Railway, viz.:

MONTREAL, QUE., April 26, 1907.

HON. RODOLPHE LEMIEUX,
Minister of Labour, Ottawa.

Dear Sir:—

I am in receipt of letter under date of April 25th from Acting Deputy Minister of Labour Acland, and referring again to our statement in message to him expressing the opinion of our Third Vice-President, Mr. Fitzhugh, that the machinists have acted rather prematurely in requesting a Board of Conciliation and Investigation, will ask your consideration of the attached letter from our Superintendent of Motive Power, Mr. W. D. Robb, under date of April 22nd, to Vice-President Fitzhugh

from which you will note that a meeting had been held as arranged by Superintendent Robb between a committee representing our machinists employed at Montreal, Ottawa and Turcot and the Master Mechanics having jurisdiction over the points named, Friday April 12th, when the requests of the committee were discussed by its members and the Master Mechanics. It was found that their requests would involve considerable increase in our pay rolls and it was, therefore, necessary for the Master Mechanics to ascertain just what this expense would be to the Company before they were in a position to make any report or recommendations in connection therewith, but before opportunity was given to our officers to deal with the matter intelligently, the committee wrote Master Mechanic Maver stating they desired an answer not later than April 16th. This was replied to, to the effect that we would require sufficient time to consider the matter and have answer made as soon as possible. This was followed by a copy of the notice sent the Minister of Labour by Messrs. Boaz and Foster, officers of the Victoria Lodge of the International Association of Machinists, requesting appointment of a Board of Conciliation and Investigation under the provisions of the Industrial Disputes and Investigation Act, and nominating Alexander H. Champion as their representative on said Board.

In this application they have included the machinists of Toronto and Stratford, with whom I do not understand we have any question, nor do I understand that the Victoria Lodge of International Association of Machinists has any power or authority to represent our employees at Toronto and Stratford.

I would be pleased to have your advice as to whether it is competent for the Victoria Lodge of International Association of Machinists to act for our employees at Montreal, Ottawa and Toronto, or to select Mr. Champion, whom I understand to be an officer of the Association as their representative on the Board. Under the Act are we not entitled to have the matter dealt with by our own employees?

We desire to nominate as our representative on the proposed Board of Conciliation and Investigation, Hon. Wallace Nesbitt, of Toronto, who has consented to act for us in the matter.

Yours truly,

(Signed) CHARLES M. HAYS.
2nd Vice-President and Genl. Mgr

Enclosure.

The letter enclosed with the above communication was as follows:—

GRAND TRUNK RAILWAY SYSTEM.
ON ROAD, MONTREAL, April 22, 1907

Mr. E. H. FITZHUGH,
Third Vice-President.

Dear Sir:—

For your consideration, I enclose schedule submitted by the Machinists (copy of which you already have) and additional papers which show they are appealing to the Minister of Labour to have a Board appointed under the provisions of the Industrial Disputes' Investigation Act, 1907.

When the Machinists' Committee received your communication in which you desired that they take the matter up with me, Machinist Boaz called upon me, and I arranged for a meeting of the Committee representing Montreal, Ottawa and Turcot, with the Master Mechanics having jurisdiction over these points, to discuss the points mentioned in the letter to you.

This meeting was held on Friday, April 12th, when the requests of the Committee were discussed by its members and the Master Mechanics. It was found that their requests would involve considerable increase, and for this reason it was necessary for the Master Mechanics to ascertain what the expense would be to the Company before making their recommendation; but before anything could be done in the matter they wrote Mr. Maver a letter, stating they desired an answer not later than April 16th. This was replied to that we would require sufficient time to consider their requests, and that an answer would be made as soon as possible. In the meantime I have received the attached notification.

I feel this is altogether uncalled for, as we have given consideration to their requests, and as soon as I know what the increases requested will amount to, I will place the matter before you. I expect to be able to do this as soon as I return to Montreal.

I, therefore, feel that the Minister of Labour should not take any action until we have an opportunity to give the matter proper consideration. You will note they have added Toronto and Stratford. We have no requests from our men at either of these points.

You will also note that Mr. Champion is named as their arbitrator. In the event of arbitration I do not see how Mr. Champion could be considered as an arbitrator as he is an interested party, and as I understand it, could not be allowed to act.

I shall be glad if you will kindly advise me what further action to take in the matter.

Yours truly,

(Signed.) W. D. ROBB,
Supt. of Motive Power.

Representatives of Disputants Appointed to Board.

Under date of April 24, Mr. Alexander H. Champion, the party recommended for membership of the Board of Conciliation and Investigation by the representatives of the employees in the dispute in question was appointed to the said Board under the seal of the Minister of Labour and a formal notification of his appointment was forwarded to him. The Honourable Wallace Nesbitt, K.C., was similarly appointed on April 27, as soon as the Minister of Labour had received the recommendation of his name for that purpose from the employer in the dispute.

On the appointment of the two members of the Board, they were immediately notified by telegraph that under section 8 of the Act it became necessary for them to agree upon a name to submit to the Minister for that of the third member and chairman of the Board, the same to be determined within five days from the appointment of the existing members, and that in the event of their failing to agree on such recommendation, it would devolve upon the Minister of Labour to select such member of the Board and appoint the same without further delay.

The two members of the Board representing the respective disputants had not made any recommendation to the Minister by the close of April, by which date, however, the five days allowed them under the Act had not expired. The report of the final establishment of the Board and of its proceedings will appear in the issue of *The Labour Gazette* for June.*

*On May 4 the Minister of Labour appointed Prof. Adam Shortt, of Queen's University, Kingston, to be third member and chairman of the Board. On the same date Mr. Champion telegraphed his resignation as member, and on May 7 Mr. John G. O'Donoghue, Toronto, was appointed in his place on recommendation of the representatives of the employees.

DOMINION LEGISLATION AFFECTING LABOUR.

THE third session of the tenth Parliament of Canada, which assembled on November 22, 1906, was closed on Saturday, April 27, 1907, by His Excellency, the Governor-General of Canada.

Some sixty bills received the royal assent at prorogation. These, with twenty-nine bills which were assented to by the Honourable the Deputy of the Governor-General on April 12, make a total of eighty-eight bills which became law during the past month. On previous dates during the session, viz., January 30, February 8, and March 27, some four, two and forty-seven bills respectively, or a total of fifty-three bills, were assented to. The total number of Acts passed during the session was one hundred and forty-two.

From the standpoint of labour and industry, a number of the measures passed during the session were of very great interest. The act to aid in the prevention and settlement of strikes and lockouts, assented to on March 22, was the most important legislation affecting labour enacted in Canada for several years. In addition, legislation was passed providing for the establishment of a provident fund for the benefit of employees of the Intercolonial and Prince Edward Island Railways; providing for the protection of the wages of labourers engaged on the construction of the National Transcontinental Railway; providing for the inspection of meats and canned foods; providing for the revision of the Customs tariff; providing for the payment of bounties on the manufacture of steel and iron; to encourage the establishment of public cold storage warehouses; creating a Department of Mines; and providing for the deportation of prohibited immigrants; together with a large number of Acts relating to railway companies and transportation.

Among bills which were introduced in the House of Commons during the session, but which were not finally passed, were a bill respecting the establishment of industrial and co-operative societies, and a bill to limit the hours of labour in connection with contracts for public works. The former of these was referred to a special committee of the House of Commons, which collected a large body of evidence bearing on the subject of co-operation in Canada. A special review of the evidence taken by this Committee is published elsewhere in the present issue. In the Senate, a Bill was introduced in the form of an Amendment to the Conciliation Act, 1900, providing for the imposition of a fine of $100 in the case of an alien intervening in a strike or lockout, existing or apprehended, between employer and employees or between different classes of employees in Canada. In addition, legislation was introduced, but not enacted, providing that masters and mates on Canadian vessels shall be British subjects; that workmen be allowed time to vote at elections; that barges be subject to inspection; and that additional restrict ons be inserted in the Steamboat Inspection Act. The subject of the establishment by the Dominion of a system of old age annuities was discussed at length in the Senate on the basis of an arrangement outlined by the Hon. the Minister of Trade and Commerce.

In the speech from the Throne at prorogation, reference was made to the continued expansion in the volume of immigration, more particularly in the

number of immigrants coming from the United Kingdom; the assistance offered toward the establishment of cold storage warehouses; the recent revision of the tariff; the re-adjustment of the provincial subsidies; and the reduction in postal rates on newspapers and periodicals coming from Great Britain. With regard to current industrial and trade conditions in Canada, the address contained the following statement:

"The fiscal period terminating on the last day of March was, in proportion to its length, the most prosperous in the history of the Dominion, and the present indications are that the expansion of the country's trade and revenue will continue during the year that we are now entering upon; a fact that is particularly gratifying in view of the important undertakings to which Canada is committed."

The following reference was made by His Excellency the Governor-General to the passage of the Industrial Disputes Investigation Act:

"I have observed with gratification the passage of an Act having for its object the maintenance of industrial peace in all public utilities. This legislation has already been applied with success. It is confidently expected that when the provisions of the Act for the settlement of industrial disputes are fully understood, both employee and employers will be ready to refer their differences to Boards of Investigation and conciliation and thus avoid the evils following strikes and lockouts."

The legislation of the session which was assented to prior to April 1, 1906, has been already reviewed in the *Gazette*.‡ A reference to the more important acts assented to since that date will be found in the present article.

Immigration.

The revised and consolidated act "respecting immigration and immigrants," assented to during the 1906 session of Parliament, was amended during the past session in two important particulars.

A definition of the term "stowaway" as "a person who secretes himself and goes to sea in a vessel, without the consent of either the owner, consignee or master, or of a mate, or of the person in charge of the vessel, or of any person entitled to give such consent" was added to the interpretation clause; and a further clause was inserted prescribing the treatment of stowaways by the master of a vessel bound for Canada on his arrival in port. If the port is a port of entry where there is an immigration building with an agent in charge thereof, the agent is required to detain the stowaway in safekeeping until the vessel is ready to leave when he is to hand him over to the master of the vessel. Where there is no immigration building or officer at the port, the master of the vessel is required to lay an information against the stowaway before a justice of the peace who on the stowaway's conviction must order him to be detained in jail until the vessel is ready to leave when he is to be placed in the custody of the master of the vessel. When a stowaway has been thus returned, the master is required to carry him without charge to the port from which the vessel came to Canada.

The section of the act providing for the deportation of prohibited immigrants is considerably enlarged. In an added subsection, authority is given to the Minister of Justice, acting upon the request of the Minister of the Interior, to order the warden or governor of any penitentiary, jail or prison, in which an immigrant of the prohibited class is imprisoned, to hand over the immigrant to a person to be named in a special warrant by the Superintendent of Immigration, with a view to the deportation of the immigrant. A schedule is appended to the act setting forth the form of the order to be used by the Minister of Justice in this connection, and of the warrant to be issued by the Superintendent of Immigration to the person to whom the custody of the immigrant is to be given. The warrant of the Superintendent of Immigration authorizes the person named therein to detain the immigrant in his custody until delivered to an authorized agent of the transportation company which brought him to Canada. Any immigrant who returns to Canada after his deportation in this manner, may be brought before a justice of the peace and recommitted to

‡ A special review and the full text of the Act "to aid in the prevention and settlement of strikes and lockouts in mines and industries connected with public utilities" was published in the April, 1907, issue of the *Gazette*, at pages 1108 and 1147. A review of other legislation of the session assented to prior to April, 1 1907, was published in the same issue at page 1118. See also *Labour Gazette* for February, 1907, page 831, and for April, 1907, page 1061.

prison, for a term equal to the residue of the sentence which remained unexpired at the time of his deportation.

The Preservation of the Peace in the Vicinity of Public Works.

By an amendment to the Criminal Code, more stringent provision is made with regard to the disposal of intoxicating liquor in the vicinity of public works, with the object of further protecting the interests of workmen. The term "intoxicating liquor" is further defined in the act as including any liquor which contains more than two and a half per cent. of proof spirits. In the section of the act dealing with the prohibition by proclamation of the Governor in Council of the sale of liquor in unauthorised districts the prohibition is extended so as to apply to gifts of liquor as well as to its sale or exposure. A clause, however, is added, excepting the application of the section to cases where liquor is supplied for *bona fide* medical purposes under the prescription of a duly qualified medical practitioner. The penalties prescribed for contraventions are considerably increased, and the right of search for liquor is extended, while the procedure in summoning the owner of liquor that has been seized is enlarged. With regard to the entire part of the Code which relates to the preservation of peace in the vicinity of public works, authority is given in general terms to every officer appointed under the part, and to any officer appointed under any law of Canada, to seize any liquor within the limits specified in the proclamation of the Governor in Council, where he has reason to believe that a violation of the law is intended, and to convey the liquor, together with the owner or person in possession thereof, before a commissioner or justice of the peace.

The effect of the Act will be to further prohibit the illicit trade in intoxicants among workmen employed on public works in remote districts where the law could be evaded in certain instances so long as the prohibition extended only to the sale of liquor. The act will also extend the right of search for liquor to railway cars, contractor's camps, etc.

The Tariff Act, 1907.

In September, 1905, a royal commission consisting of the Honourable the Minister of Finance, the Honourable the Minister of Customs, and the Honourable the Minister of Inland Revenue, was appointed by the Dominion Government to take into consideration the revision of the existing customs tariff. Sessions were held by this commission at various points throughout Canada during 1905 and 1906, and in accordance with the information obtained, an Act repealing the existing customs tariff act and establishing a revised schedule of duties was passed at the recent session of Parliament. An important feature of the new Act is the establishment of three tariffs for each commodity mentioned, viz., a British Preferential Tariff, an Intermediate Tariff and a General Tariff; the first to apply to goods imported from Great Britain and specified colonies of the Empire; the second, to goods from countries previously coming under the general tariff, but which may have been admitted by order in Council to the benefit of the lower rate; and the third to all goods not admitted under the preceding. The Governor in Council is empowered, as previously, to make such regulations as are deemed necessary for carrying out the provisions of the several tariffs. Provision is also made for the extension or withdrawal of the Preferential and intermediate tariffs. On or after a date to be named by the Governor in Council, the British preference is to apply only to goods brought into Canada by ship direct to a Canadian seaport. It may be added that up to the present time no foreign country has been admitted to the privileges of the Intermediate tariff.

The measure re-enacted, with certain verbal alterations, the legislation previously in force for the prevention of "dumping" and for the imposition of a surtax on articles brought in from any foreign country which treats imports from Canada less favourably than those from other countries.

As under the previous act, fish and fisheries products imported from Newfoundland may be admitted duty free, while fish taken in Canadian fishing vessels, and the products thereof carried from the fisheries in such vessels, are to be admitted free of duty, under regulation by the Minister of Customs.

Combines and Conspiracies.

The important provisions of the previous Customs' Tariff Act having reference to the prevention of conspiracies and combines among manufacturers or dealers, by the suspension or reduction of the duty on any article affected by a combine, was re-enacted with certain extensions and other alterations. The wording of the section was brought into greater conformity with that of the criminal code; and wider powers of administration were conferred upon the Governor in Council, by permitting action to be taken in the way of suspending or reducing the duty whenever the existence of a combine has been shown as a result of judgments in certain courts. The full text of the law as it now stands is as follows: †

12. Whenever, from or as a result of a judgment of the Supreme Court or Exchequer Court of Canada, or of any superior court, or circuit, district or county court in Canada, it appears to the satisfaction of the Governor in Council that with regard to any article of commerce there exists any conspiracy, combination, agreement or arrangement of any kind among manufacturers of such articles or dealers therein to unduly promote the advantage of the manufacturers or dealers at the expense of the consumers, the Governor in Council may admit the article free of duty, or so reduce the duty thereon as to give the public the benefit of reasonable competition in the acticle, if it appears to the Governor in Council that such disadvantage to the consumer is facilitated by the duties of customs imposed on a like article.

2. Whenever the Governor in Council deems it to be in the public interest to enquire into any conspiracy, combination, agreement or arrangement alleged to exist among manufacturers or dealers in any article of commerce to unduly promote the advantage of the manufacturers or dealers in such article at the expense of the consumers, the Governor in Council may commission or empower any judge of the Supreme Court, or of the Exchequer Court of Canada, or of any superior court or county court in Canada, to hold an inquiry in a summary way and report to the Governor in Council whether such conspiracy, combination, agreement or arrangement exists.

3. The judge may compel the attendance of witnesses and examine them under oath and require the production of books and papers, and shall have such other necessary powers as are conferred upon him by the Governor in Council for the purpose of such enquiry.

4. If the judge reports that such conspiracy, combination, agreement or arrangement exists in respect of such article, the Governor in Council may admit the article free of duty, or so reduce the duty thereon as to give to the public the benefit of reasonable competition in the article, if it appears to the Governor in Council that such disadvantage to the consumer is facilitated by the duties of customs imposed on a like article.

† For the text of the law as previously in force, see the *Labour Gazette* for January, 1906, page 775.

Offences of Seamen and Apprentices—Steamboat Inspection.

The section of the Canada Shipping Act† having reference to offences by seamen and apprentices, was amended. Previously, the offences and penalties mentioned in the Act applied to seamen "lawfully engaged or bound to any ship registered in any of the provinces under a duly signed agreement," and to apprentices "who have executed indentures to the sea service in any of the provinces." These offences and penalties now apply to any "seaman or apprentice lawfully engaged or bound to any ship, registered in any of the provinces at the time of the offence."

The portion of the same Act relating to steamboat inspection was enlarged in the section referring to its application. Under the new provision, every vessel which carries passengers, irrespective of certain exceptions that are mentioned, is made subject to the part of the Act applicable to passenger steamboats. It is added, however, that a steamboat used exclusively for pleasure or for private use without hire or object of profit is not to be deemed to carry passengers merely because it carries without remuneration the guests of the owner.

The Inspection of Meat and Canned Foods.

Machinery for the inspection of meats and canned foods, was provided by a special act assented to during April. All animals intended for slaughter are made subject to inspection, and must be healthy and fit for food. Carcasses intended for export must also be inspected. Slaughtering by farmers and retail butchers is not to be subject to inspection, unless the minister otherwise directs upon a report of an inspector. Provision is made for the marking of inspected carcasses and meat products, the disposal of unhealthy

† R. S. C., 1906, Chap. 113, Sec. 287.

animals and meats, the re-inspection of carcasses or meats after a first inspection, and the marking of packages. Fish, fruit and vegetables to be prepared for export, must be sound and wholesome, under penalty of confiscation, and must be packed under sanitary conditions. The export of uninspected articles is forbidden, except by authorization of the Governor in Council. The appointment of inspectors is provided for, and their powers are defined. Regulations for the carrying out of the Act may be made by the Governor in Council. Penalties are prescribed for false marking, tampering with marks, obstructing an inspector, unlawfully removing articles, bribing an inspector, etc.

The Department of Mines.

A Department of the Civil Service, to be called the Department of Mines, was constituted by a separate act of the session. The Department is to be under the control and management of the head of one of the present Departments, to be named from time to time for that purpose by the Governor in Council, with power to administer all laws enacted by the Parliament of Canada relating to mines and mining, and to manage and direct other subjects assigned to it by the Governor in Council. The Department is to consist of two branches, viz., the Mines branch and the Geological Survey, the functions of which are defined in the act. Those of the mines branch include the collection and publication of full statistics with reference to mineral production, data regarding the economic minerals of Canada, and records of mines, mining works, etc., the making of detailed investigations of mining camps and ores, the preparation and publication of maps, the carrying out of geological and other investigations, the gathering and preparing of ores for exhibition, etc. Provision is made for the appointment of technical officers. Restrictions are laid upon employees of the Department with regard to the purchasing of public lands, the locating of land warrants, the disclosure of discoveries, the making of investigations relating to the value of private property, etc.

Bounties on Binder Twine, Iron and Steel.

An act was passed permitting the Governor in Council to authorize the payment of a bounty on cordage manufactured in Canada from Manilla fibre, equal to the amount of export duty in the Philippine Islands on the fibre used in the process of manufacture. The bounty must not exceed three eights of one per cent per pound on the fibre thus used and is payable only in respect of cordage manufactured after January 1, 1907.

By an amendment of the Inspection and Sales Act the enforcement of the penalty for selling binder twine in improperly labelled bundles is made more stringent.

An act was passed re-establishing for four years, under a new schedule and sliding scale the bounties on pig iron, puddled iron, bars, wire rods, and steel manufactured in Canada for consumption therein. The payment of special bounties for electric smelting was authorized as follows:

(*a*) On pig iron manufactured from Canadian ore by the process of electric smelting during the calendar year:

1909	$2.10 per ton.
1910	2.10 per ton.
1911	1.70 per ton.
1912	0.90 per ton.

(*b*) On steel manufactured by electric process direct from Canadian ore, and on steel manufactured by electric process from pig iron smelted in Canada by electricity from Canadian ore during the calendar year:

1909	$1.65 per ton.
1910	1.65 per ton.
1911	1.05 per ton.
1912	0.60 per ton.

2. Bounty, as on pig iron under this section, may be paid upon the molten iron from the ore which in the electric furnace enters into the manufacture of steel by the direct process, the weight of such iron to be ascertained from the weight of the steel so manufactured.

Railway Legislation.

The following Transportation Companies were incorporated by special acts:

The Burrard, Westminster and Boundary Railway and Navigation Company.
The St. Lawrence Railway Ferry Company.
The Nipissing Central Railway Company.
The Ottawa Terminals Railway Company.
The Collingwood Southern Railway Company.
The Abitibi and Hudson Bay Railway Company.
The Winnipeg and North-western Railway Company.
The St. Leon Railway Company.
The Manitoba Radial Railway Company.

A number of additional lines of the Canadian Northern Ontario Railway

Company were authorized. A change in the route of the Quebec Oriental Railway Company was sanctioned.

The time for completion of the following railways was extended:

The Crawford Bay and St. Mary's Railway.
The Grand Valley Railway.
The Midway and Vernon Railway.
The Alberta Central Railway.
The Klondike Mines Railway.
The Ontario, Hudson's Bay and Western Railways.
The Manitoulin and North Shore Railway.
The Algoma Central and Hudson's Bay Railway.
The Atlantic, Quebec and Western Railway.
The Quebec Oriental Railway.

The bonding powers of the St. Maurice Valley Railway Company and of the Canadian Northern Railway Company were increased.

An act "respecting the Canadian Northern Quebec Railway Company" was passed with reference to the amalgamation of the Great Northern Railway Company of Canada, the Chateauguay and Northern Railway Company, and the Quebec New Brunswick and Nova Scotia Railway Company.

The Grand Trunk Railway Company was given power to carry on the business of warehousemen and wharfingers and to acquire lands, wharfs and buildings.

It was provided that $3,000,000 might be advanced to the Montreal Harbour Commissioners for the providing of additional terminal facilities, plans of the works to be approved by the Government, and security to be given for the repayment of any advance. The borrowing powers of the Quebec Harbour Commissioners were increased by $800,000.

The St. Mary River Bridge Company was empowered to construct its bridge so as to be suitable for the passage of railway trains, various railway companies being given the right to use the bridge.

An act was passed authorizing the granting of subsidies in aid of the construction of some 25 lines of railway mentioned therein. With the exception of one line all are re-votes. The amount of subsidy granted is $3,200 per mile where the average cost does not exceed $15,000 per mile. Where the cost exceeds that sum a further subsidy of 50 per cent. on so much of the average cost as is in excess of $15,000 per mile is to be allowed, although in no case may the amount granted exceed the sum of $6,400 per mile. A subsidy of $15,000 is granted towards the construction of a railway bridge over the Nicolet River near Nicolet, Que., Conditions defining how the subsidies shall be paid, the time within which the works subsidized must be completed, etc., are inserted. The location of the lines subsidized is made subject to the approval of the Governor in Council, and the Board of Railway Commissioners is given power to secure for other companies running powers, traffic arrangements, etc., over the lines in question, subject to the approval of the Governor in Council. The Governor in Council may also make it a condition that the company subsidized shall lay the railway with new steel rails and fastenings made in Canada, and shall purchase all materials and supplies required for the construction of the railway and bridges, and the rolling stock for its first equipment, from Canadian producers, provided that such materials, etc., are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, the Minister of Railways and Canals to be the judge.

An act was passed confirming an agreement between the Canadian Northern Railway Company and the Grand Trunk Pacific Railway Company with respect to the use and possession of joint terminals at Winnipeg, Man.

A loan to the Quebec Bridge and Railway Company not to exceed $6,678,200 was authorized.

The Grand Trunk Railway Company was given permission to establish a pension fund, to be contributed to out of the gross earnings of the Company, for the purpose of making provision for the payment of allowances to employees after leaving the service.

By an amendment to the Railway Act the Board of Railway Commissioners is permitted to employ counsel in any matter of special importance before it, if in the opinion of the Board the interest of the public so requires. Application is to be made in such cases to the Minister of Justice who upon such application or

of his own motion, may instruct counsel accordingly. The Board may direct that the cost of such counsel be paid by any party to the application, or by the Minister of Finance out of any non-appropriated monies.

Notes.

By an amendment of the Inspection and Sales Act the contents and dimensions of baskets of fruit offered for sale are more particularly defined.

An act passed previously during the session, "respecting the surveys of the public lands of the Dominion and the surveyors entitled to make such surveys," was repealed at prorogation.

The number of County Court Judges in British Columbia was increased to eleven and in Manitoba to six. An additional Puisne Judgeship of the Court of King's Bench was created in the latter province.

A proclamation was issued during the session bringing into force legislation passed two years ago respecting railway contribution to insurance funds.

An act was passed re-adjusting the representation of the Provinces of Saskatchewan and Alberta in the House of Commons. The number of electoral districts in Saskatchewan is increased to ten and in Alberta to seven. The territory constituting these provinces was previously divided into ten electoral districts.

The Yukon Placer Mining Act was amended by the addition of subsections permitting the Governor in Council to enact regulations under which dredging leases may be issued for the whole of the bed of any river in the territory and forbidding the relocation of a claim within ten days of its abandonment. The rights under a free miner's certificate issued before August 1, 1906, were further defined.

The following companies were incorporated by special acts:

The Ottawa Life Insurance Company.
The Residential Fire Insurance Company.
The Rock Life Assurance Company of Canada.
The Fidelity Life Insurance Company of Canada.
The Prudential Life Insurance Company of Canada.
The General Animals Insurance Company of Canada.
The Bonaventure and Gaspé Telephone Company, Ltd.
The Central Canada Manufacturers Mutual Fire Insurance Company.
The Eastern Canada Manufacturers Mutual Fire Insurance Company.
The Protective Association of Canada, having among its objects the payment of death claims, sick benefits, accidents insurance, etc.
The Travellers' Indemnity Company of Canada, with power to insure employers against claims of workmen for damages due to injuries received. in the course of their employment.

Acts were passed "respecting the inspection of electricity" and "to regulate the exportation of electrical power and certain liquids and gases." In accordance with the former, provision is made for the appointment of inspectors, the certification and reading of meters, and the defining of the responsibility of directors with regard to lines, etc. Under the latter, the exportation of electrical power, natural gas, petroleum, or other fluids capable of being exported by means of pipe lines, was prohibited without a license from the Dominion Government, such license to provide that the quantity of power or fluid exported shall be limited to the surplus after the licensee has supplied customers in Canada to the extent defined by his license.

SETTLEMENT OF STRIKE AT RICHELIEU WOOLLEN MILLS UNDER THE CONCILIATION ACT.

A majority of the employees of the woollen mills of S. T. Willett, of Chambly Canton, Que., known as the Richelieu Mills, went out on strike on Monday, April 1. Next day the following telegram was received by the Minister of Labour from L. A. Girard, Grand Secretary of the Federation of Textile Workers of Canada:—

(Translation)

"The employees of the Willett Manufactory, Chambly Canton, ceased work to-day. Situation serious. Employees ask intervention or arbitration by the Government."

A letter dated March 29, received on Monday, April 1, by the Minister from Mr. Girard stated that a branch of the organization of Textile Workers of Canada

had recently been established at Chambly Canton, that one of the employees, who had been 23 years in the employ of the firm, had been elected president of the local branch of the Union and had been dismissed from its employ by the firm, and that, as a consequence, the employees had determined to ask for the reinstatement of this employee, in default of which a strike would be declared. Mr. Girard further stated that he had gone to Chambly Canton on March 23 and had written Mr. Willett under date of March 23, asking a short interview, but that no reply had been received during the two days that followed. He had, nevertheless, done his utmost to allay the friction arising out of the situation, and the dismissed employee, in the interests of peace, had, he stated, sought work elsewhere. The employees had continued at work and remained well disposed. Mr. Girard further stated that on Wednesday, March 27, a widow who had been in the employ of the firm for six years, was dismissed, the reason, Mr. Girard stated, being that she had accepted a place in the Committee of Management of the Local Union. Mr. Girard, in his communication, went on to state that the population of Chambly Canton was somewhat excited, and that a meeting would be held on the evening of Saturday, March 30, to discuss the situation, and asked the aid of the Department in securing an adjustment of the dispute.

Before, however, the Department could take any steps in the matter, the telegram referred to above had been received, announcing that the employees had ceased work and asking the intervention of the Department.

Intervention of the Department.

In reply the Minister of Labour sent the following dispatch to Mr. Girard:—

(Translation)

"I have received your letter and your telegram. I am instructing Mr. Du Breuil of this Department to prepare a detailed report on the situation. He will leave Ottawa to-morrow morning and will be in Chambly to-morrow evening."

On April 3, the Minister sent the following communication to Mr. S. T. Willett and a similar communication to Mr. Girard:—

"Dear Sir:—

The employees of your manufactory, who have recently left their employment owing to some difficulties with their employers, have requested the intervention of the Government in these difficulties. In compliance with their request I have directed Mr. Victor Du Breuil, one of the officers of the Department of Labour, to proceed at once to Chambly Canton, confer with the parties and report at once on the circumstances.

It is possible that while in Chambly Canton, Mr. DuBreuil may be of some assistance in enabling the parties to effect an amicable settlement of the differences between them. Should you feel that Mr. Du Breuil can be of service in this regard I am sure that he will be only too pleased to do what he can in the matter.

Yours faitnfully,

(Signed) RODOLPHE LEMIEUX,
Minister of Labour.

S. T. WILLETT, Esq.,
Manufacturer,
Chambly Canton, Que."

Mr. DuBreuil reached Chambly Canton on the evening of April 3, and, on preferring the good offices of the Department of Labour, found both parties to the pending dispute willing that he should lend the same to effect a settlement by conciliation. Mr. DuBreuil presented to the firm the statement of grievances which had been prepared by the employees, but the firm declined to consider any increase in wages.

There was no stipulation as to a change in the hours of labour in the factory. which are similar to those of like concerns in the Province of Quebec, viz., from 6:45 a. m. to 12 noon and 12:30 to 6 p. m. on Monday, Tuesday, Wednesday, Thursday and Friday, and from 6 :45 a.m. to 1 p.m. on Saturday, a total of 60 hours per week. Upon Mr. DuBreuil's representations, however, the firm agreed to take back the woman who had been dismissed, and the president of the Local Union, whose dismissal had been the first occasion of the existing friction, having announced that he did not desire to return to the employment of the firm, these two items in the list of grievances disappeared. It may be added that Mr. Willett, in conversation with the representative of the Department, stated that the necessary repairs and improvements required on the premises, which were also the subject of grievance, were being properly carried out. Mr. DuBreuil endeavored to effect a settlement on the basis of referring the question of wages to arbitration, but Mr. Willett was

unwilling to consent to this. The employees, nevertheless, promised on Saturday, April 6, to return to work on the following Monday morning, though when this promise was made, they appear to have been under the misapprehension that the question of wages was to be referred to arbitration.

Settlement Negotiations.

In view of the protracted character of the negotiations, it was decided to send a second representative of the Department to Chambly to assist in the work of conciliation, and the secretary of the Department, Mr. F. A. Acland, proceeded to Chambly on Sunday afternoon, April 7, reaching the town on Monday, April 8.

In accordance with the understanding reached on Saturday, the employees had gone in a body to work on Monday morning, April 8, at 6:45 o'clock. There were at this time 86 employees on strike, male and female, while from 50 to 60 were still working regularly in the mill. The superintendent was willing to receive back to their former positions all but four of the former employees. It was stated that the places of these employees had been filled by others during the suspension of work, and that it was not possible to restore them, for the present at least, to their former positions or to give them any work. Hereupon, the whole of the employees formerly on strike, with the exception of two individuals, again ceased work, and the strike was renewed.

The officers of the Department continued the work of conciliation, meeting the committee of the strikers during the morning and obtaining from them the following statement of their willingness to return to work, pending arbitration on the question of wages, all other points in the list of grievances having been either settled or waived:—

(Translation)

"We, the undersigned members of the Committee of employees of the S. T. Willett Manufactory, now on strike, undertake to submit our demands to a Board of Arbitration appointed as follows:

One arbitrator to be named by the firm and one by ourselves and these two to select a third to complete the Board, whose decision shall be final.

We undertake to return to work pending the decision of the arbitrators, and we promise to do nothing to interfere with the regular operation of the factory Further, we will abide, without restriction, by the decision rendered by the arbitrators.

For the Committee."

Witnesses.....

.....

Mr. Acland, the Secretary of the Department, waited upon Mr. Willett with the proposition of the Committee of the striking employees, but was unable to secure Mr. Willett's consent to submit the question of wages to arbitration, or, in fact, to secure any further concession to the strikers. Mr. Willett claimed that his mill had been operating without any profit for three years past, and that it was quite impossible to make any promise of increased wages. The schedule which had been placed before him, he pointed out, in many cases asked an advance of 50 per cent. and even more on the wages at present paid. The mill had been in operation for over 60 years, and this was the first occasion, he stated, in which there had been any trouble between the firm and its employees. Mr. Willett attributed the cause of the dispute to the introduction of unionism among the employees. That there might be no doubt as to the precise position of the firm with regard to the question of arbitrating the demands for increased wages, the secretary of the Department addressed the following letter to Mr. Willett on this point, viz:—

"CHAMBLY CANTON, QUE., April 8, 1907.

Gentlemen:—

I have been instructed by the Honourable the Minister of Labour to report to him concerning the dispute at present existing between your firm and a number of its employees, in consequence of which certain of the latter are at the present time on strike, and to offer the good offices of the Department of Labour in connection with the same.

Your firm on the one hand and the employees on the other, have expressed their willingness to accept the offices of the Department and in pursuance of my instructions from the Minister to endeavour in such a case to procure a better understanding between the disputing parties, I have the honour to enclose to you a copy of an undertaking on the part of the employees now on strike to submit the matter in dispute to a Board of Arbitration to be selected as therein set forth, the employees further undertaking, in the event of your firm agreeing to refer such dispute to arbitration, to return to work immediately and to abide without restriction by the terms of the award of the arbitrators.

Will you kindly inform me at your earliest convenience whether you are willing to have the dispute in question referred to arbitration as herein proposed; or, if you

are unable to accede to this proposition, will you kindly make any suggestion which would in your opinion facilitate a settlement of the dispute.

I am, Gentlemen,

Your obedient servant,
F. A. ACLAND,
Secretary Department of Labour."

To this communication the following reply was received from Mr. Willett, viz:

"RICHELIEU WOOLLEN MILLS,
CHAMBLY CANTON, QUE., April 9, 1907.

F. A. ACLAND, Esq.,
Secretary Department of Labour.

Dear Sir:—

I am in receipt of your letter of the 8th inst., and regret that I cannot see any way to changing my views as explained to you yesterday.

Yours respectfully,
S. T. WILLETT.

Mr. Wilfrid Paquette, General President of the Federation of Textile Workers of Canada, came to Chambly from Montreal on Monday evening of April 8, and speeches were delivered by him and General Secretary Girard and others at a mass meeting of the employees held on that evening in the Town Hall. The officers of the Department also spoke, explaining the situation of affairs. On Tuesday at noon Mr. Acland again waited upon Mr. Willett, and finding him still averse to referring to arbitration the question of wages, or to making any concession with respect to increased wages, took up the matter of the firm restor ng to their former positions the four employees whose places on Monday morning were stated to have been filled, leaving in abeyance the question of wages for the present.

As a result of this interview, the Company agreed that three of the four employees in question should be restored to their positions on the following Monday. The fourth employee, it was stated, was not a regular mill hand, but a teamster who had been given work in the mill a few months ago, and who would no doubt be engaged in his occupation on the opening of the canal. With regard to this particular employee, it was promised that he should be given work in their factory as soon as a suitable place could be found for him, should he desire it. The firm also promised that there should be no discrimination against any of the employees who had been on strike, in the event of their returning to work,but stipulated on its own part that it would be improper for the employees to continue to wear strike badges after the strike had been settled, and particularly to wear such badges in the precincts of the factory. They also asked that it should be understood that unionism should not be discussed by members of the Union on the premises of the firm.

With regard to the question of wages, Messrs. Willett would not undertake to change their attitude as previously expressed, but pointed out that any individual in their employ was always free to prefer to the foreman of his department a request for increased wages, which request would be carried to the superintendent, if considered desirable. and from the superintendent to the firm, if also considered desirable.

Another meeting of the striking employees was called for the evening of Tuesday, and the officers of the Department explained the result of their interview with the firm and outlined a basis of settlement which seemed most expedient in view of all circumstances. They subsequently withdrew and awaited the decision of the meeting. At 11 o'clock word was received that the employees would return to work on the following morning, and the secretary of the Department waited upon Mr. S. T. Willett at 11:30 p.m. at his house and informed him to that effect. On the morning of Wednesday, April 10, the whole of the employees, with the one exception named, returned to work and were restored to their former positions. Later in the day it was agreed that the services of the special detective officers who had been engaged to care for the premises of the firm during the strike, should be dispensed with, it appearing that they were no longer necessary and that their presence might have an irritating effect upon the employees should it be continued longer than was unavoidable. The detectives left the town by the afternoon train.

On the morning of April 10 the Minister of Labour received the following telegram from Mr. Girard, Secretary of the Federation of Textile Workers:—

(Translation)

"Strike at Chambly Canton terminated to satisfaction of both parties. Workmen return you sincere thanks for your assistance and sympathy."

MANITOBA LEGISLATION AFFECTING LABOUR, 1907.

THE fourth session of the eleventh legislature of the Province of Manitoba was opened on January 3 and prorogued on February 13, 1907. In all, forty-seven acts were assented to, among which were a number of special interest to industry and labour. A review of the latter is given in the present article.

The Protection of Children.

Additional protection for children was provided under two special acts of the session, namely, An Act to amend the Children's Protection Act (1), and an Act respecting billiard and pool-rooms (2). The former of these measures has the effect of rendering the provisions of the original Act considerably more stringent in several particulars. In the section providing for the apprehension of neglected children, the application of the Act was previously limited to children "apparently under the age of thirteen years, if a boy, and sixteen years, if a girl." This age limit is now fixed at sixteen years for both sexes (3). Similarly, the penalty for ill-treating children is made to apply wherever the child is under the age of sixteen, irrespective of sex, whereas, previously, the age limit was fourteen years in the case of boys (4). The section requiring a child when apprehended to be kept separate from adults in jails or lock-ups is amended by the abolition of the age limit altogether (5). The definition of the circumstances under which a child may be apprehended as neglected is also enlarged by the addition of two paragraphs providing that children found in a public pool room, bucket shop, or gambling resort, or who are habitual truants, or who wander about the streets during school hours without lawful occupation or employment, may be so apprehended (6). The section defining the duties of the Provincial Superintendent of Neglected Children, has a paragraph added conferring general powers for the enforcement of the Act (7). The superintendent is also in future to be understood as coming under the term "officer" as defined by the Act (8). Examinations or proceedings arising under the act must be conducted privately in future; this was previously optional. (9)

The Act "respecting billiard and pool rooms," contains a clause forbidding the keeper of such rooms to admit a minor under the age of eighteen years thereto, without the consent of his parents or guardian. The penalty is fixed at a minimum of $25 for the first offence and $50 for each subsequent offence, one half to go to the informer. (10)

Municipal Coal and Wood Sheds.

In view of the serious fuel shortage which prevailed in many sections of the province during the past winter season, provision was made by the legislature whereby municipal councils will be able to meet a similar emergency in future by erecting and operating municipal coal and wood sheds for the relief of their citizens. These sheds must be of a capacity sufficient for storing a supply of coal and wood equal in amount to that required for the actual use of the residents for one year at a time. The land whereon to erect the sheds may also be purchased by the municipality. These steps may be taken only on the authority of a by-law which must be submitted to the electors in the same manner as other by-laws and must obtain the assent of two-thirds of the actual resident freeholders of the municipality. The council may also provide for the weighing of coal sold in the municipality, whether in car-load lots

(1) Man. stat., 1907, chap. 6.
(2) Man. stat., 1907, chap. 2.
(3) Man. stat., 1907, chap. 6, sec. 3.
(4) Man. stat., 1907, chap. 6, sec. 5.
(5) Man. stat., 1907, chap. 6, sec. 6.
(6) Man. stat., 1907, chap. 6, sec. 4.
(7) Man. stat., 1907, chap. 6, sec. 2.
(8) Man. stat., 1907, chap. 6, sec. 1.
(9) Man. stat., 1907, chap. 6, sec. 7.
(10) Man. stat., 1907, chap. 2, sec. 1.

or in smaller quantities. The council must see that the sheds are substantially built and afford the most convenient means of storing and distributing coal and wood. A supply of coal for the year next following may also be purchased under by-law by the council; thereafter the council may make similar provisions for a supply of fuel from year to year without further requiring the assent of the electors. In fixing the price to be charged for the coal or wood, the council must include the interest on the money invested in the purchase of the site and erection of the building, but must not add anything for profit. The council is further forbidden to sell coal or wood at less than cost, or to make more than a reasonable charge for delivery. Separate accounts must be kept by the municipality showing all receipts and expenses in connection with the purchase, sale and distribution of coal and wood. The business must be placed in the charge of a competent person, under a bond for the safeguarding of all monies. The accounts of this manager are to be open at all times for investigation by any auditor appointed by the council. ([11])

Municipal Telephone Systems.

The measure passed in 1906 respecting municipal telephone systems ([12]) was amended during the session by the addition of sections allowing a municipality having a municipal telephone system in operation to extend the same to an adjoining municipality which is without a municipal telephone system on petition of the latter. A rural municipality owning and operating a telephone system is further given the right to place its local exchange or switching terminals in any neighbouring city, town or village outside of the boundaries of the municipality on terms to be agreed upon. Where there are local telephone systems in two municipalities whose boundaries are not coterminous, and the councils desire to obtain connection by building lines through an intervening municipality in which no municipal telephone system exists, the municipalities desiring such exchange of service are given the right to build the lines required, upon terms to be agreed upon. In municipalities operating their own telephone systems, councils are required to charge subscribers a sufficient rental to cover interest on capital expended, cost of maintenance and operation, and a sinking fund sufficient to extinguish the initial indebtedness at the end of a period not exceeding twenty years. ([13])

Government Telephone and Telegraph Systems.

The Municipal Telephone Act of 1906, called for the taking of a plebiscite by the council of every municipality, not already owning or operating a telephone system, on or before the date of the next municipal elections. This was duly carried out,† and it is now by special Act provided that if the council of any municipality in which the affirmative vote was at least sixty per cent. of the total vote polled on this question, requests the government of the province, by resolution or by-law, to construct and operate a local telephone system, the government may provide the desired service. Moreover, in the event of any such municipality failing to construct a municipal telephone system for itself, the Government may, at its discretion, construct and operate a local telephone system therein, either with or without the petition of the resident ratepayers. In any municipality in which the affirmative vote was below sixty per cent, the Government, if requested by a petition of ratepayers to construct and operate a local telephone system therein, or if desirous of doing so on other grounds, may on the request of the municipality order a re-submission of the by-law. In case the necessary majority in favour of the by-law is then obtained, the municipality may proceed to construct and operate a local telephone system,

(11) Man. stat., 1907, chap. 27, sec. 14.

( ) For a review of this Act see the May, 1906, issue of the *Labour Gazette*, page 1235.

† For a statement re the result of this plebiscite, see *The Labour Gazette* for March, 1907, p. 944.

([13]) Man. stat., 1907, chap. 46.]

or if it fails to do so, the Government may, at its discretion, construct and operate such a system. The provisions of the Act respecting government telephone and telegraph systems, passed in 1906, with regard to the construction and maintenance of systems by the government and the issuing of debentures or money borrowed, etc., are made applicable to the additional works above referred to ([14]). Under the Act of 1906, the three commissioners appointed for the purposes of the Act were to hold office during the pleasure of the Government; this clause is amended so that the commissioners are now removable only by order of the Lieutenant-Governor in Council for cause.([15])

Railway Legislation.

An important amendment was made to the Manitoba Railway Act, whereby railway companies are required at all times in future to provide adequate equipment and motive power for the efficient working and operating of the railway, the railway commissioner to be the judge of the requirements of the company in this respect and to have the power to order the company to provide additional equipment whenever, in his judgment, the same is required. ([16])

The provision of the Railway Act with regard to actions and suits against railway companies for damages or injuries, was amended by the addition of a phrase indicating that such suits might be brought whether the injuries were received in employment connected with either the construction or the operation of the road. ([17])

The general powers of railway companies are extended so as to include the construction of snow fences and farm crossings. Full details are given with respect to compensation for damage to property on account of the construction of the former, and with respect to the protection of life and property in connection with the latter. ([18])

([14]) Man. stat., 1907, chap. 45, secs. 1 and 2.
([15]) Man. stat., 1907, chap. 25, sec. 3.
([16]) Man. stat., 1907, chap. 36, sec. 4.
([17]) Man. stat., 1907, chap. 36, sec. 3.
([18]) Man. stat., 1907, chap. 36, sec. 1.

Early Closing of Drug Stores.

The provision of the Shops Regulation Act relating to the keeping open of drug stores was amended. The law previously permitted druggists to supply medicines, drugs, medical appliances, etc., to customers after the hour prescribed by local by-laws for the early closing of shops. It is now provided in addition that, if it should appear that druggists are taking advantage of this permission to sell, after the prescribed hour for closing, any line of goods not properly within the class usually sold by druggists, a by-law may be passed specifically stating that any particular line or class of goods shall not be sold in a drug store after the prescribed hour ([19]).

Notes.

A resolution was adopted by the Legislature during the session providing that all Government contracts shall, in future, contain clauses for the securing of the payment of *fair wages* to workmen (†).

Under an Act to amend the Executions Act, provision was made for the greater *protection of the wages* of employees in case of seizures under a writ of execution against the goods of their employer. Previously the employees of a judgment debtor only were thus protected; this is enlarged, so as to include all defendants ([20]).

An addition was made to the Municipal Act whereby any work of local improvement may be carried out either by contract or by *day labour*, the council being empowered to purchase the plant, tools and materials, and to hire the manual labour, necessary for the completion of the work ([21]).

By an amendment to the Municipal

(†) The full text of this resolution was published in the March, 1907, issue of the *Labour Gazette*, page 1007-8.

([19]) Man. stat., 1907, chap. 40.

([20]) Man. stat., 1907, chap. 15, sec. 1. For a full detailed statement with reference to the protection of wages in this connection see special article published in October, 1906, issue of the *Labour Gazette*, page 379.

([21]) Man. stat., 1907, chap. 27, sec. 8.

Act, the rural municipality of Assiniboia was given the right to operate *street cars on Sundays* on a vote of approval being given by three-fifths of the duly qualified electors actually voting. In the event of the by-law being carried, the municipality is required to maintain such police supervision as the Lieutenant-Governor in Council may from time to time require ([22]).

([22]) Man. stat., 1907, chap. 27, sec. 12.

CO-OPERATION IN CANADA.—EVIDENCE BEFORE SPECIAL COMMITTEE OF HOUSE OF COMMONS.

DURING the months of February and March, considerable evidence was taken before a special committee of the House of Commons relating to the question of co-operation. The question came before the Committee in the form of a bill introduced by Mr. F. D. Monk, M. P., for Jacques Cartier, and entitled "An Act respecting Industrial and Co-operative Societies." The bill was read a first time on November 26, 1906. Its special object, as stated in the preamble, is "to provide for the creation and organization of industrial and co-operative societies among the farming and labouring classes of Canada." A special committee was appointed to deal with the bill, Hon. R. Lemieux, Minister of Labour, being charman, and various witnesses appeared to make statements for and against the measure. The committee reported favourably to the adoption of a bill along the lines of the evidence heard, but the measure was not further proceeded with during the session. The present article is a review of the evidence given before the committee.

Co-operative Banking.

Mr. Alphonse Desjardins, president and manager of "La Caisse Populaire de Levis" (The People's Bank of Levis) appeared before the committee on February 8. Mr. Desjardins was examined specially with regard to the co-operative savings and credit features of the bill. He stated in reply to questions, that he had given special attention to the co-operative societies of Europe and had for ten years enjoyed an active interchange of correspondence with many continental leaders of the movement. Mr. Desjardins referred to the educative feature of co-operation on the poorer classes as a valuable factor and traced the reasons for this. He explained in detail the methods of operation in the credit associations established under the co-operative system, and explained particularly the plan of the Caisse Populaire at Levis, Que., with which he was associated. Levis is a place of 7,000, with an industrial population, the industries being railways, foundries, one or two machine shops, and a shoe factory. Some of the country around Levis was also included in the scope of the People's Bank. By-laws were adopted on December 6, 1900, about 50 citizens being at first associated together. On January 25, 1901, the first semi-monthly financial statement showed assets of $242. On January 21, 1907, the total assets were $48,775.67. Mr. Desjardins explained how the capital had been got together, the system of loans and the general conduct of the business of the association, which during six years had loaned over $200,000 and had not lost one cent. This was not exceptional, Mr. Desjardins contended, and mentioned a letter he had received from Luigi Luzzatti, chairman of the Popular Bank Association of Italy, in which that gentleman stated that in 41 years experience with 800 popular banks, the loss amounted to one-tenth of a cent on each two thousand francs loan for the whole period. Mr. Desjardins gave his view of the reasons for so small a loss in co-operative banks. Discussing the expenses of the operation of the Levis Bank, Mr. Desjardins stated that during the six years of its existence they had amounted to $547.57, including cost of printing. The whole work of the association was done without salary

or indemnity, and the office was in his own house. Mr. Desjardins explained in detail the system of auditing, but showed that to a large degree the operations of the society were based on the character of the individual member, a vital point in connection with which was that all the members were well-known to each other and were mutually interested in protecting the interests of the Association.

Mr. Desjardins mentioned that a year after the Levis Bank had started a similar institution had been established at St. Joseph de Levis, and two years ago a third was established at St. Malo; both the latter were doing very well.

On February 20, Mr. Desjardins continued his evidence, and laid before the committee financial and other statements in connection with the credit associations at St. Joseph de Levis and St. Malo. He explained the method of dividing profits and the payment of dividends, or "boni," as they were called. In reply to questions, Mr. Desjardins stated his opinion that the five or six co-operative societies which had been started during the past 20 years in Montreal and had gone to pieces, were not genuine co-operative associations; they were so in name, not in fact. He laid before the Committee the by-laws governing the expulsion of members to show the care exercised with regard to the question of membership and especially as to the trustworthiness of each member.

Mr. Desjardins quoted figures from an article in Le Journal des Economistes, stating that there were in France now 18,000 co-operative agricultural associations, established for various purposes and including thousands of village banks. The membership was over 800,000. There were even co-operative associations for the insurance of cattle, insurance of crop against hail, for almost all purposes imaginable, which purposes could not be approached at all with profit, he supposed, by the industrial insurance system. Banking or loaning co-operation had developed wonderfully in Germany, while other aspects of co-operation had been neglected. Similarly, distributive co-operation had been the special form developed in England; and productive co-operation up to about ten years ago had been better developed in France than elsewhere. Each country had its particular needs and those needs had to be satisfied by peculiar associations. In Canada, it might be found necessary to amalgamate two or three present forms of co-operation, or a new form might be evolved adapted to those districts where colonisation is proceeding. Mr. Desjardins had had no practical experience of distributive co-operation, but from what he had read and studied, he saw no reason why success could not be achieved in other forms of co-operation.

Co-operation in Tobacco Growing.

Mr. F. O. Dugas, member for Montcalm, was by invitation present for examination, on February 22, when the Committee again met.

Mr. Dugas stated that in the county of Montcalm the average crop of tobacco was between three and four million pounds. He had studied the present bill and thought its provisions would be of great use to the farmers of his county. In Canada tobacco was put on the market without being properly cured. In the United States farmers who grew tobacco dried it in their sheds, and it was then sold to other parties who redried, cured and sorted it. There was no such thing as this latter procedure in Canada. He was quite sure, if the bill became law, making a company to be easily formed, there would not be one, but several societies of the kind formed in his county. There were about 25 tobacco traders in the county, each of whom made a sum of at least $1,000 a year, representing $25,000 a year taken from the farmers of Montcalm. The dealers sold the tobacco to the manufacturers without improving it, acting as agents only.

Co-operation Among Farmers.

Mr. J. A. Ruddick, Dairy and Cold Storage Commissioner, of the Department of Agriculture, stated that he thought there was a strong disposition

in Canada amongst dairy farmers and fruit growers towards the co-operative movement. Most of the cheese factories of Quebec Province contained the germ of the co-operative principle, inasmuch as the farmers consented to bring their milk to one point to have it manufactured. In some cases the farmers owned the factories. There were some that were truly co-operative factories, but a great many were purely joint stock companies. Referring to the success of co-operative methods in Danish agriculture, Prof. Ruddick stated that the first co-operative creameries were established in Denmark in 1882, and there were now over 1100 in the country, besides about 200 privately owned concerns. He traced the growth of the movement and showed the remarkable effect it had had in developing the dairy industry of Denmark. He thought in the long run the establishment of co-operative societies on a similar basis in Canada would have the same result. He instanced the fruit industry particularly as one to which the movement might be applied with advantage. The great lack in the apple trade was that of organization. There were, however, 25 associations of a co-operative character already established in Canada, and working very successfully. Mr. Ruddick indicated the names of these associations, all of which were located in Ontario, and read a copy of the by laws by which they were respectively governed. The capital stock was held in shares of a dollar, and no member could hold more than 20 shares.

In reply to questions by Mr. Monk, Mr. Ruddick said he thought there was an absolute necessity for some advisory, some central authority to assist in movements of the kind. He cited the co-operative movement in Ireland as an illustration and explained it in some detail.

Prof. Shortt's Views.

Prof. Adam Shortt, of Queen's University, Kingston, thought the measure suited to a number of Canadian industries. Co-operation was to be found in its chief working in Europe, where the conditions were favourable and many different organizations had been developed. Prof. Shortt indicated the special forms of co-operation that different parts of Europe had developed, and commented on the peculiar fluidity of capital and labour in America, which was not tied to locality so much as in Europe. The consequence was that the tendency to concentrate labour and capital in the same locality was not so necessary nor so developed. At the same time, there were certain lines in which co-operation in the form indicated in the bill was very necessary to supplement our process. Many of the co-operative movements in agriculture in Western Ontario had been eminently successful. He approved the general principles of the bill, but took some exception to the banking phase of the measure. He particularly dwelt on the difference in the banking methods of the North American continent and of Europe. The witness also proceeded to discuss the application of the co-operative method to different businesses.

Prof. Shortt continued his evidence at a meeting of the Committee held on March 1.

Mr. Monk introduced again the question of co-operative banking, inviting Prof. Shortt's views on various aspects of the subject. Prof. Shortt dwelt upon the different social and economic conditions prevailing in Canada and in Europe and upon the difference again in various parts of Canada, instancing as two extremes certain districts in the Northwest on the one hand, and portions of Nova Scotia, Quebec, etc., on the other. He admitted that in view of these varying conditions it was quite possible the loan and credit feature of the bill might be well suited to certain localities. In reply to questions, Prof. Shortt stated his views as to the People's Bank of Levis, concerning which Mr. Desjardins had given evidence, and also as to the extent to which the mutual interest taken in the proceedings of a co-operative society by its members tended to provide security for its transactions. He thought it difficult to make a general law on such a question as co-operation which would be equally suitable all over Canada, but

a uniform system of statistics, reports, and information was very desirable.

Co-operation among Apple Growers.

Mr. A. McNeil, head of the fruit division of the Department of Agriculture, gave evidence showing the excellent results of co-operation as applied to the apple industry in Western Ontario. Such organizations usually originated in the action of 8 or 10 or more farmers who made a mutual agreement to put their fruit into the hands of a manager for sale and did not otherwise organize. A step beyond this is taken where the farmers had organized under the Cold Storage Act in Ontario and under similar Acts in British Columbia and Nova Scotia. As to whether he thought the existence of small credit associations in the rural districts would be of great use, Mr. McNeil replied:—"Might I answer the question in this way without passing upon the general principle? I have found in my actual experience with co-operative associations that where capital was introduced from outside parties, encouraging or necessitating dividends on stock it nearly always works disastrously. I myself was a member of a co-operative association and this feature of it caused its disruption. I would not for a moment set myself up as an authority on the general principle; nevertheless, that has been my experience. There should be as little outside capital as possible and as great a utilization of local capital as possible."

The witness also explained various ways in which co-operation would in his opinion prevent the waste of fruit and gave in some detail the plan of operation of the existing associations.

There was no more effective way he believed, speaking as chief of the fruit division of the Department of Agriculture, of enforcing the Fruit Marks Act than by organizing apple growing districts into co-operative associations. There was every incentive for the members to bey the law and to see that it was observed. Under the ordinary method, "even if an operator were honest he cannot answer for his subordinates who are sometimes spread over the whole country, hundreds of miles apart," so that he often did not know even the foremen of the gangs. There were 25 co-operative fruit associations in Ontario and probably 20 more in British Columbia and Nova Scotia.

Case of the Retailers Presented.

Mr. E. M. Trowern, Toronto, appeared before the committee on March 7. Mr. Trowern explained that he was Dominion Secretary to the Retail Merchants Association of Canada, which contained over 10,500 members, and had been delegated together with Mr. Beaudry, the Dominion Treasurer, to submit to this Committee such information as they had on the subject of co-operation. He read the following resolution which had been passed by the Dominion Board of the Association, viz.:—

> "That whereas a Bill has been introduced at Ottawa by the Hon. Mr. Monk asking the government to endorse co-operative societies, and to give them special privileges to the detriment of the retail trade, that this Association do all in their power to defeat this measure."

The Board had obtained the opinion of the various branches before passing the resolution. The witness took exception to the measure as not attempting to form co-operative societies among the farmers and abouring people by enabling them to work together and pool their money together and divide the profits. It aimed at giving the farmers and labouring people of the country "an opportunity of combining together, getting any one's capital that they may like to get, and by combining, to destroy the retail and wholesale merchants of this country." In the first place the bill dealt with trade and commerce and should come under the Department of Trade and Commerce if brought into effect, and not that of Labour. He objected to the clause that authorized municipalities to invest their money in these societies. He regarded it as a trap laid for the uneducated people who knew nothing of trade and commerce. In Scotland, co-operation had destroyed the retail and wholesale business and it had been done by offering dividends to the public to buy in these stores, which

had congested and centralised trade. Mr. Trowern claimed the measure was unfair to the retailer because the officers of the Association could not be reached as easily as an ordinary merchant in the event of his misrepresenting the goods he sold. He stated:—"If that bill goes through, you will require a specific clause inserted that the president or secretary of these co-operative societies should be held as responsible for the deeds of these societies as we are as retail merchants." Mr. Trowern further claimed that experience in Scotland had proved that "the man in the co-operative concern who does the buying from the manufacturer has had paid over to him without the full knowledge of his confreres certain moneys for himself to divert trade into the co-operative channel."

Alleged Unfair Competition.

Mr. W. C. Ellis, of Ottawa, made the following statement with reference to a remark by Mr. Monk concerning the object of the bill:—"Mr. Monk has just mentioned what, to my mind, is the whole point of the objection I would take to this bill: if the retail merchant, or any other merchant, wholesaler, or anybody else, wants to form a company, he has to pay for a charter in order to do so. These people are asking for the privilege without paying for it. That is where the unfair competition comes in. The poor retailer in the city has been living here and paying his taxes in order to do business. He has been paying clerks and paying taxes, and he has been an advantage to the city. And now the people themselves, who have been the retailer's customers, we will say, want to reap the little profits that he has been making. They want to get together, but they don't want to pay the couple of hundred dollars necessary to get a charter. But if that merchant wanted to start a company, he would have to get a charter. That is the whole thing; that is unfair to the retailer."

Mr. Beaudry, of Montreal, Dominion Treasurer of the Retailers' Association of Canada, gave evidence along the same lines as that of Mr. Trowern and Mr. Ellis. He asserted there was no cheaper way of distributing goods than through the wholesaler and the retailer.

The Deputy-Minister of Labour.

Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, was then called before the Committee. Mr. King stated that before occupying his present position he had made a special study of economics, as an under-graduate in the University of Toronto, and subsequently in post-graduate study at the University of Chicago and at Harvard University; he had also spent a year in Europe investigating industrial conditions and during that time went carefully into the question of co-operation in England and on the continent. Mr. King outlined the character of different co-operative associations organized by the students at Harvard and explained their working. There was no such society in connection with the University of Toronto, but he thought a co-operative society would be a great advantage to the members of the civil service in Ottawa, and would increase their income on an average by 10 or 15 per cent. Proceeding, Mr. King quoted from a diary kept during his stay in England in 1900, and gave particulars of a visit to the Wholesale Co-operative Society's establishment; last fall also during a visit to Great Britain in connection with work of the Department of Labour he had visited the St. Rollox Co-operative Society store in Glasgow. The method of operating each of these societies was explained in considerable detail.

Mr. King resumed his evidence before the Committee on March 12. He drew attention to the monthly publication "The Canadian Co-operator," which had been published for two years in Canada, and which contained references to the co-operative movement throughout Canada. A complete file, he stated, was kept in the Department of Labour. Mr. King then read to the Committee the views of Prof. Robertson, the head of the Macdonald Agricultural College, as to what the co-operative movement had done in the development of agricultural industries in Canada, particularly

dairying; the views in question being as set forth in an article in the volume entitled "The Empire and the Century." The Deputy Minister of Labour also read a letter from Mr. A. McMullen, of Old Bridgeport, C. B., setting forth in considerable detail the history and results of the co-operative movement among the miners of Cape Breton. He placed in the hands of the Committee official reports of various other co-operative enterprises in Canada, and read correspondence between the Department of Labour and Mr. O. R. Wallace, the correspondent of the "Labour Gazette" at Guelph, with regard to a co-operative association which had been formed there among workingmen with a view to meeting what they thought were excessive prices being charged for bread; the Guelph Co-operative Association, which was started as a consequence, had proved very successful.

Mr. King also brought to the attention of the Committee the co-operative movement introduced among the fishermen on the coast of Labrador by Dr. W. T. Grenfell, the well-known medical missionary of that region; he explained the character of the population of the Labrador coast, the extreme poverty, lack of education and general condition of indebtedness among the people before Dr. Grenfell went among them, and how difficult under such circumstances it was to help them by such a system as that of co-operation. Mr. King then quoted from an interview with Dr. Grenfell published in *The Labour Gazette* of March, 1903, showing how distributive co-operative stores had been established among the people of Labrador, and tracing their history during several years. A letter from Dr. Grenfell under date of May 15, 1906, which Mr. King read to the Committee, showed the stores to be still in successful operation and to have had a most beneficial influence on the population. The balance sheets of the co-operative stores established by Dr. Grenfell at Breha and Fowler's Cove on the Labrador coast were also laid before the Committee.

Asked by Mr. Verville, whether under the proposed Act, 500 of the labouring people in a city could establish a co-operative bank for themselves, Mr. King replied, "They could start a co-operative society for the purpose of obtaining credits. I think the use of the word "banking" is a misnomer; it is rather a system of mutual credit based on knowledge." Unquestionably, he thought, in a large city of 300,000 and more such a credit system could be established so as to help the members. "I think what would happen in a good many cities is that the men who had formed themselves into trade unions would very likely form associations also for the purpose of mutual credit." Mr. King did not think organized labour in Canada had given much thought to the question of co-operation, save in districts such as Nanaimo and Cape Breton, where there were men from the old country who had seen the movement. Mr. King quoted the opinion of Prof. Alfred Marshall, a well known writer on political economy, an opinion with which he thoroughly agreed, that co-operation and trade unionism had been great movements for the betterment of the people. Mr. King believed the present measure would permit of credit societies being formed and would, he thought, deal a blow at the usurer. He added that the workingmen might hope, by means of the co-operative movement, to improve their standard of living by decreasing the cost of living and he was inclined to think that "as the co-operative movement makes headway we will find industrial strife begin to diminish in proportion."

A Statement by Earl Grey.

His Excellency Earl Grey, the Governor-General of Canada, appeared before the Committee by request on March 26, and made a statement of his views on the subject of co-operation. Earl Grey stated that he was president of the International Co-operative Alliance, the object of which was "to make known to the civilized peoples of the world what are the methods and aims of co-operation, to explain the principle and to point out the methods by which that principle can be applied to the industrial life of

the people. He did not propose to refer in any way to the provisions of the bill before the Committee. He had visited the Caisse Populaire at Levis and he believed the bank started by Mr. Desjardins had already proved of great assistance to many, and it appeared to him to have this distinctive feature, that while it did much good it did no harm. He had satisfied himself from an examination of the books of the association that it was conducted on safe business lines.

Earl Grey commented on "the remarkable and most encouraging success which had followed the establishment of agricultural banks in continental Europe and in Ireland and in India," and gave what he believed to be the reasons for this success. His Excellency read also a letter from Mr. Henry Wolff, author of "People's Banks," "Co-operative Banking," etc., and chairman of the International Co-operative Alliance, to whom he had forwarded a copy of the present Bill last year, and who had forwarded some criticisms of it in the shape of a letter which had been communicated to the Canadian press. Earl Grey then proceeded to give the result of his reading and observations as to the working of co-operative institutions in various European countries. Starting with Denmark, His Excellency showed how the movement had originated in 1864, and that there were now nearly 1,000 societies with nearly 200,000 members; this for a population of under 2,500,000. His Excellency indicated the industries to which the movement was applied, dwelling particularly on the co-operative dairy started 25 years ago, and now exporting $12,000,000 to $13,000,000 yearly to English co-operators alone.

In Ireland the first co-operative society was established in 1889. This country now contains 891 co-operative societies affiliated with the Irish Agricultural Organization Society with a total membership of 90,000 members and a trade turnover for 1905 of $10,000,000. The co-operative association included 300 creameries, 150 agricultural societies and 230 credit societies and there were in addition, poultry associations, flax societies, beekeepers' societies and various home industries societies. Earl Grey gave many details concerning the operation of the various societies, particularly the credit institutions.

Earl Grey read an article from a New Zealand journal telling of the first establishment of co-operative credit banks in France, which took place in 1884; at the end of 1903, there were 616 such banks, besides 41 district or federal co-operative banks formed under a special law.

With regard to the United Kingdom, Earl Grey said there were at the end of 1905, 2,215,873 registered co-operators in Great Britain and Ireland, and the present turnover of the associations was over $500,000,000 yearly. The example of co-operation in the United Kingdom and on the continent of Europe would be of great assistance to Canada if the present measure became law. Earl Grey sketched the origin of the movement in England, the influence and enthusiasm of Robert Owen, whom the Governor-General called "the father of co-operation," being especially emphasised. He dwelt also on the advantages secured to England by the co-operative organizations of trade and industry, indicating particularly the savings, the training in business habits, and the moral effect of the system.

At some length also, Earl Grey explained the features and success of the Co-partnership Tenant Societies organized in London and elsewhere in England, having co-operation as their basis, and enabling members to secure homes at reasonable rents, while at the same time they profit by any rise in values.

The Credit Clauses Further Discussed.

Mr. G. H. Perley, M. P., appeared before the Committee on April 5. Mr. Perley stated that he was a director of the Bank of Ottawa and had examined the bill before the Committee. He had not studied the co-operative system, but after hearing the evidence, had no doubt it would be for the benefit of the people of the country. He proceeded, however, to offer some criticisms of that part of the bill having reference to the carrying on of a banking business. He saw no objection to the bill providing

for such business, but he thought it should be entirely distinct from that of a trading association. "I certainly feel that any society which deals in lands, mines, sawmills, and things of that kind should not have the power to do a banking business of any kind whatsoever."

Mr. Monk explained that it was intended by amendment to confine the credit loan and banking business exclusively to banking societies, and Mr. Perley remarked that in that case it would do away with a good many objections he would have to the bill. He suggested further, that the word "banking" ought not to be used in connection with the matter. He thought "Credit Societies" would be a better name for such associations.

The Chairman (Hon. Mr. Lemieux) remarked that the Minister of Finance had stated that he would not object to the bill provided the word "bank" is not used; the bill could be amended to avoid the use of that word.

The Committee adjourned after having submitted to the House a draft measure embodying in the first reading of the bill a number of suggestions brought out by the evidence.

EARNINGS OF WORKPEOPLE IN CANADA, 1901—BULLETIN OF CANADA CENSUS.

A bulletin was issued during April, 1907 by the Census and Statistics Branch of the Department of Agriculture, Canada, containing a report and statistics relating to the earnings of workpeople of various occupations in Canada, compiled from data of the census of 1901. The information presented is at once minute and comprehensive, and the contents of the bulletin are of special importance to the working classes and to all interested in economic and industrial conditions throughout Canada.

For the purposes of the bulletin the terms "salary" and "wages" are understood as having a common meaning; "being the amount or sum of money which one person employed by another receives for his service, whether the work to be done be professional, literary or handicraft."

Classes of Occupation.

In compiling the statistics, two classes of wage-earners were considered, the first being persons engaged in their regular trade or occupation, and the second being persons engaged at some other than their chief calling. It was found that there are altogether in the Dominion 1,621 different kinds of occupations affording employment to wage earners, 1,494 of which gave employment to males and 487 to females. Extra employment in callings other than their own was obtained during the year by males in the case of 484 occupations, and by females in 79 occupations. A further division of occupations, according to the more important industrial branches, is given in the following table:—

NUMBER OF OCCUPATIONS OF WAGE-EARNERS IN CANADA BY CLASSES.

Classes of occupations.	At regular employment.			At extra employment.		
	Total kinds of occupations.	Occupations employing males.	Occupations employing females.	Total kinds of occupations.	Occupations employing males.	Occupations employing females.
	NO.	NO.	NO.	NO.	NO.	NO.
CANADA.	1,621	1,494	487	506	484	79
Agricultural class	23	22	5	12	12	
Domestic and personal class	42	39	21	28	24	12
Fisheries and fishing class	4	4	.....	3	3	.....
Forestry and lumbering class	19	19	.....	12	12	.....
Manufacturing class	1,256	1,135	377	277	261	44
Mining class	43	43	.....	22	22	.....
Miscellaneous class	21	21	.....	8	8	.....
Professional class	61	60	25	36	35	10
Trade and transportation class	152	151	59	108	107	13

It will be seen that the total number of occupations is greatest in the manufacturing classes, where there are 1256 distinct kinds, and least in the fishing class, where there are only 4. The trade and transportation class ranks second, with 152 different kinds of occupations. Females are employed in 33 per cent. and males in 92 per cent. of these. In four classes, viz., fishing, lumbering, mining and miscellaneous, there are no occupations tabulated as giving employment to females. With regard to the competition of the sexes, the bulletin states that it hardly appears to exist in manual and out-door work, and is chiefly confined to the domestic and personal classes, though a good representation exists in the manufacturing, professional and trade and transportation classes. An important feature of the above statistics, also, is the evidence they afford as to the extent to which division of labour has been carried, especially in the manufacturing and transportation classes.

Numbers of Wage Earners.

The bulletin shows that a total of 922,591 persons in the Dominion were enumerated in 1901, according to their occupations, embracing 736,549 males and 186,042 females. Full statistics were compiled, however, for only 661,485 males and 153,445 females. The total population of Canada in 1901, between 15 and 65 years of age, was enumerated as 1,652,990 males and 1,560,637 females. The ratio of female to male wage earners was least in British Columbia, where it was as 1 to 16.61, and greatest in Quebec, where it was as 1 to 3.77. By classes the ratio was least under the heading of agriculture, where it was as 1 to 790, and greatest in the professional class, where it was as 1 to 1.34. In the domestic and personal class it was as 1 to 2.08. Of the whole body of wage earners, the males constituted 81.17 per cent. and the females 18.83 per cent.

Time of Employment.

It was found that 6,967,256 months of actual time were spent at work by males and 1,656,665 months by females, being an average of 10.53 months in the year for the former and 10.79 months for the latter.

Total and Average Earnings.

The number of persons employed at their regular occupations, together with their total and average earnings are shown by classes and sexes in the following table:

EARNINGS AT REGULAR WORK BY CLASSES OF OCCUPATIONS.

Classes.	Number at regular work.		Earnings at regular work.			
			Total.		Average.	
	m.	f.	m.	f.	m.	f.
	NO.	NO.	$	$	$	$
Agricultural	72,696	92	15,088,523	13,453	207.55	146.23
Domestic and personal	140,978	67,752	38,411,472	9,285,169	272.46	137.05
Fisheries	7,372	.....	1,513,931	.....	205.36	.....
Forestry and lumbering	16,438	.....	5,014,821	.....	305.07	.....
Manufacturing	226,001	49,662	91,110,433	9,597,784	403.14	193.26
Mining	23,898	.....	12,278,110	.....	513.77	.....
Miscellaneous	523	.....	202,745	.....	387.65	.....
Professional	29,574	22,110	20,018,090	5,731,011	676.88	259.20
Trade and transportation	144,005	13,829	72,466,667	3,296,776	503.22	238.39
Totals	661,485	153,445	256,104,792	27,924,193	387.16	181.98

It will be seen from the above that the average annual wage was in 1901, $387.16 for males and $119.98 for females. Earnings were highest for the professional classes and in the mining industry, and lowest in the fishing and agricultural industries.

The bulletin contains an extended table giving statistics for every class and kind of wage earners in the Dominion, show-

ing the number of employees, the time they were employed in the year, the average time in months, and the total and average earnings. The table is best studied in detail, attention being directed in the introduction of the bulletin only to its leading features. For example, persons employed in forestry and lumbering are stated to number 16,438 and to earn $5,014,821, being an average of $305.07 for a year of 9.29 months, while the mining classes number 23,898 and earn $12,278,110, being an average of $513.77 for a year of 10 months.

A portion of the introduction is devoted to a consideration of the earnings of female employees, the general level of which is shown to be in a marked degree lower than that of males in almost every kind of occupation, including even those for which females have a special fitness.

Extra Earnings.

The whole number of persons who procured extra work out of their usual occupations was found to be 20,351, comprising 19,399 males and 952 females. Female employees of the agricultural, the fisheries, the forestry and lumbering, the mining and miscellaneous classes had no extra work. It was only females of the domestic and personal, the manufacturing, the professional and the trade and transportation classes who were employed part time otherwise, and the whole amount so earned by them was $63,472, being an average of $66.67. Their total extra earnings constituted less than one quarter of one per cent. of the total female earnings at regular occupation. Males at extra work numbered only 19,399 out of a total of 661,485, and their earnings constituted less than one per cent. of the total male earnings at regular occupation, being an average of $125.95.

Aggregate Earnings.

The whole amount of wages earned in the census year at regular and extra employment by the 814,930 persons, fifteen years of age and over, whose records were fully taken, was $286,534,850, which is nearly $20,000,000 more than the net debt of the Dominion at the end of the last fiscal year. Allowing the same average earnings for the 107,661 persons whose records were incomplete in the census schedules, the aggregate earnings of the 922,591 persons recorded by occupations as wage-earners would reach $321,500,000, or $55,000,000 more than the net national debt.

THE INSURANCE OF MUNICIPAL EMPLOYEES AT WINNIPEG, MAN.

FOR some time past an arrangement has been in operation at Winnipeg, Man., whereby workmen employed by the municipality are insured against accidental injuries received in the course of their employment. By an agreement existing between the municipality and an insurance company, under which a premium amounting to about forty cents per month is paid, half by the workmen and half by the city, each workman is insured to the extent of his wages for half a year, not exceeding $1,250, if he is temporarily incapacitated from work, and to the extent of his average earnings for one year, with a maximum limit of $2,500, in the case of death or total disability. In the neighbourhood of 2,000 men are affected by the arrangement.

The report of the city engineer to the municipal committee on works regarding workmen's insurance, dated March 26, 1907, contained the following statement with reference to the business transacted by the city with the Employers' Liability Assurance Company in this connection:

STATEMENT RE CIVIC INSURANCE WITH THE EMPLOYERS' LIABILITY ASSURANCE COMPANY.

Year ending December 31st, 1905.

Amount deducted from wages of workmen .(50c. per $100.00)	$5,033.20	
City's share .(40c. per $100.00)	4,203.78	
Total premiums paid.....		$9,236.98
Compensation Paid through City Treasurer... 88 claims.....	$1,987.87	
Paid direct by Company 2 claims.....	864.00	
		$2,851.87
Balance.....	.....	$6,385.11

Year ending December 31st, 1906.

Amount deducted from wages of workmen. (50c. per $100.00)	$6,059.10	
City's share. (40c. per $100.00)	4,918.03	4,918.03
Total premiums paid.....		$10,977.13
Compensation		
Paid through City Treasurer, 75 claims.....	$3,236.08	
Paid direct by Company, 1 claim.....	500.00	
		$3,736.08
Balance.....	.....	$7,241.05

It will be seen from the above that the total amount paid in by the city in the two years was $9,121.81 and the total amount paid in by the men $11,092.30, amounting in all to $20,214.11, out of which claims were paid by the company to the men amounting to $6,587.95, leaving a balance of $13,626.16, from which the company would have to deduct cost of management and risk.

The policy at present in force expires on July 2, 1907, and in connection with its renewal or replacement some interesting observations and suggestions have been made. It was pointed out that the city had been fortunate thus far in its freedom from serious accidents. The city derives no advantage from the present arrangement under the Workmen's Compension Act, and it has been proposed that if the insurance is to be continued the company should in future assume whatever risk there is in this connection. Certain provisions in the policy, which were considered unfair to the insured, were pointed out. A case was cited, for example, where a man had previously lost an eye and afterwards lost the second eye by accident. The company claimed in this case that notwithstanding the fact that the man was totally disabled, it was only liable for the partial disablement. In the opinion of the city engineer, it should be made clear in future that wherever a man is totally disabled he should receive the full benefit. A petition signed by a number of municipal employees was forwarded to the municipal committee on works asking for an arrangement which would include all of the following:—(1) A funeral benefit of $100 in case of death by sickness. (2) Insurance to the extent of $1,000 in case of death by accident. (3) Half pay during incapacity to work on account of accident.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

THE most recent returns available with reference to immigration show that whereas the number of immigrants arriving in Canada since the opening of the present season has been greater than in any previous year, there has been a falling off in the number of homestead entries made in western Canada. The number of land patents issued, however, and the acreage represented therein, continue to show a heavy increase as compared with the corresponding period in previous seasons.

Recent Immigration Returns.

Immigration through ocean ports during March, 1907, declared for Canada, was as follows:—

IMMIGRATION BY OCEAN PORTS, DURING MARCH, 1907.

—	Male	Female.	Children under 12.	Total
Immigrants.....	16,658	2,934	2,607	22,199
Returned Canadians..	1,310	177	83	1,570
Tourists.....	74	25	5	104
Total.....	18,042	3,136	2,695	23,873

During March, 1906, the total number of arrivals was 15,700.

A summary of immigration proper through ocean ports, declared for Canada during July-March, 1906-1907, is as follows:—

IMMIGRATION BY OCEAN PORTS JULY-MARCH, 1906-1907.

—	Male	Female.	Children under 12.	Total
July	6,883	3,256	3,068	13,207
August	7,180	2,924	2,756	12,863
September	5,014	2,925	2,344	10,283
October	4,136	2,243	2,148	8,707
November	4,021	1,694	1,410	7,095
December	2,811	1,318	1,179	5,308
January	2,631	796	571	3,998
February	4,475	1,011	739	6,225
March	16,658	2,934	2,607	22,199
Totals	53,875	19,311	16,822	90,008
Corresponding months of fiscal year 1905-6				57,837
Increase for 1906-7				43,014
Percentage of increase				57%

The following is a statement of immigration from the United States from July, 1906, to March, 1907, inclusive, compared with the corresponding period of the fiscal year 1905-6.

IMMIGRATION FROM THE UNITED STATES, JULY-MARCH, 1906-07.

Through Montreal	600
Through Winnipeg and outports	29,043
Customs entries July to March	5,016
Total	34,659
Corresponding months of fisca year 1905-6	30,971
Increase	3,688
Percentage of increase	12%

The following is a statement of the total immigration to Canada during July-March, 1906-7, inclusive, compared with the corresponding period of 1905-6:—

TOTAL IMMIGRATION TO CANADA, JULY-MARCH, 1906-07.

1906-7.		
Via ocean ports	90,008	
From the United States	34,659	124,667
1905-6.		
Via ocean ports	57,837	
From the United States	30,971	88,808
Increase 1906-7		35,859
Percentage of increase		40%
" via ocean ports		56%
" from the U. S.		12%

British Emigration Returns.

During the month ended March 31, 1907, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING MARCH, 1907-06.

Nationalities.	1907	1906
English	12,279	11,431
Scotch	5,138	3,386
Irish	798	415
Total of British origin	18,215	15,232
Foreign	2,484	1,916
Nationality not distinguished		9
Total	20,699	17,157

Homestead Entries During March, 1907.

The following statement shows the number of homestead entries made in March, 1907, compared with March, 1906:

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF MARCH, 1907, AS COMPARED WITH MARCH, 1906.

Agency.	1907.	1906.	Increase.	Decrease.
Alameda	51	91	.....	40
Battleford	174	578	.....	404
Brandon	8	9	.....	1
Calgary	97	214	.....	117
Dauphin	31	72	.....	41
Edmonton	269	585	.....	316
Humboldt	140	.....	140	.....
Kamloops	12	4	8	.....
Lethbridge	174	247	.....	75
Minnedosa	.....	22	.....	22
Moose Jaw	57	.....	57	.....
New Westminster	6	5	1	.....
Prince Albert	73	141	.....	68
Regina	200	994	.....	794
Red Deer	83	639	.....	556
Winnipeg	81	48	33	.....
Yorkton	133	369	.....	236
Total	1,589	4,018	239	2,668

It will be seen that there has been a net decrease in the number of homestead entries made in March, 1907, compared with March, 1906, of 1,907.

A statement of the homestead entries made during the first three months of the present, compared with the corresponding period of the last calendar year, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES DURING JANUARY, FEBRUARY AND MARCH, 1907-6.

Month.	1907.	1906.	Increase.	Decrease.
January	1,111	1,903	.....	792
February	1,033	2,036	.....	1,003
March	1,589	4,018	.....	2,429
Total	3,733	7,957	.....	4,224

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta, British Columbia, during the month of March, 1907, were as follows:—

STATEMENT SHOWING NATIONALITY OF HOMESTEADERS DURING MARCH.

Nationalities.	No. of Entries.
Canadians from Ontario	183
" Quebec	55
" Nova Scotia	9
" New Brunswick	6
" Prince Edward Island	12
" Manitoba	49
" Saskatchewan	43
" Alberta	21
" British Columbia	5
Persons who had previous entry	156
Newfoundlanders	
Canadians returned from the United States	17
Americans	385
English	256
Scotch	76
Irish	28
French	21
Belgians	3
Swiss	2
Italians	
Roumanians	6
Syrians	
Germans	42
Austro-Hungarians	112
Hollanders	7
Danes (other than Icelanders)	3
Icelanders	2
Swedes	12
Norwegians	17
Russians (other than Mennonites and Doukhobors	27
Mennonites	
Doukhobors	29
Chinese	
Japanese	
Persians	2
Australians	2
New Zealanders	
Servians	1
Total	1,589

Representing 3,852 souls.

Of a total of 402 entries made in March by persons coming from the United States there were 89 from North Dakota, 77 from Michigan, 29 from Indian Territory, 22 each from South Dakota, Idaho and Wisconsin, and 20 each from Missouri and Washington.

Lands Patented During March, 1907.

An abstract of letters patent covering Dominion lands situated in Manitoba Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued from the Department of the Interior during the month of March, 1907, is as follows:—

LANDS PATENTED DURING MARCH, 1907.

Nature of Grant.	March, 1907.	
	No. of Patents.	No. of Acres.
British Columbia Homesteads	3	449.00
British Columbia Sales	3	72.80
Commutation Grants	.....	.....
Homesteads	1,960	311,305.54
Hudson's Bay Co	1	318.00
Military Homesteads	1	320.00
Mineral Rights	.....	.....
North-west Half-breed Grants	18	3,835.06
Parish Sales	.....	.....
Quit Claim special grants (485 acrs	6	.....
Railways:		
Canadian Northern Ry	115	221,066.76
Can. Pac. Ry. Grants	26	7,699.13
Can. Pac. Ry. road-bed and station grounds	2	19.60
Man. South-western Col. Ry.Co.	.....	.....
Qu'Appelle Long Lake & Sask. Rd. & Steamboat Co	.....	.....
Sales	42	5,170.96
School Lands Sales	21	2,488.71
Special Grants	10	76.55
Yukon Territory Sales	9	421.51
Totals	2,217	553,243.62

In March, 1906, the number of patents issued was 1,240, covering an area of 518,693 acres, showing an increase during March, 1907, of 977 in the number of patents issued and of 14,550,16 acres in the area patented.

Land Sales of Companies.

The following is a statement of the farm land sales made by the Canada Northwest land Company, Limited, tur-

ing the month of March, 1907, as compared with March, 1906, and also of the sales from the beginning of the calendar year to March, 31, 1907, as compared with the corresponding periods of 1906:—

LAND SALES OF CANADA NORTH-WEST LAND COMPANY.

	Acres.	Price obtained.
For March, 1907	2,199.72	$24,397.20
" 1906	5,422.89	43,632.87
Decrease, 1907	3,223.17	$19,235.67
From Jan. 1 to Mrch. 31, 1907	4,009.62	$45,139.52
From Jan. 1 to Mch. 31, 1906	22,553.12	169,330.89
Decrease, 1907	18,543.50	$124,191.37

Notes.

A Settlers' Society was formed at Whonnock, B. C.

There was a heavy movement of home-seekers from Ontario into western Canada during April.

During April it was stated that some eighteen Chinese immigrants were landed in British Columbia, being the first to enter the Dominion since the head tax was increased to $500.

In Ontario, several thousand immigrants were distributed by the Provincial Immigration Bureau at Toronto, Ont. A number of these were engaged for work in northern Ontario.

The interruption to railway traffic in western Canada caused embarrassment at certain points in the work of distributing immigrants and settlers. The heavy movement of immigration caused a considerable increase in employment to railway men, a large number of special trains being required.

At the Colonial conference sitting at London, Eng., a resolution was passed stating, that it is desirable to encourage British emigrants to proceed to the colonies rather than to foreign countries, and requesting that the Imperial Government co-operate with any of the colonies desiring emigrants, in assisting suitable persons to emigrate.

It was stated that up to the middle of April some 7,000 immigrants had been brought into Canada under the auspices of the Salvation Army. Most of these have been located in Ontario, though about 1,000 were distributed in the Maritime Provinces, and about the same number in the Northwest Provinces. All available transportation facilities have been secured by the Army up to July, by which time it is estimated that over 10,000 immigrants will have been brought in.

On the 28th of March a meeting was held at Toronto, Ont., under the auspices of the Sons of England Association for the purpose of organizing a "British Welcome League" to receive immigrants from Great Britain on their arrival, provide for their temporary requirements and render them any needful assistance toward obtaining employment. This step appears to have been the result in part of a free discussion in the columns of "The Toronto Globe" of the necessities of newly arriving immigrants, and in part by "The Toronto World," which had opened a Bureau through which a number of immigrants had been placed in situations and otherwise assisted. The organization of a league was effected and the subscription placed at $1. A large number of members have since been secured. The work of "The World's" Bureau was taken over and a building secured for three months. The latter has been fitted up as a temporary home for immigrants, and is now open for their reception. Liberal contributions have been received in aid of the league.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING APRIL, 1907.

The following is a list of contracts awarded by the Department of Railways and Canals, and the Department of Public Works, Canada, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for supplies given by the Post Office Department is added.

Department of Railways and Canals.

STONE Passenger Station at Sackville, N. B., I. C. Ry.; date of contract, April 19th, 1907; amount of contract, $13,000.00; contractor, Thomas R. Anderson, of Sackville, in the county of Westmoreland, Province of New Brunswick.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages per day of 10 hours.
Carpenters	$1.75
Plumbers and Steamfitters	2.00
Ordinary labourers	1.25
Builders' labourers	1.50
Masons	2.50
Painters	1.75
Bricklayers	2.50
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

*Dwelling for Station Master at Riversdale, N.S., I. C. Ry.; date of contract, March 30th, 1907; amount of contract, $1,500.00; contractors, Thomas A. Barnhill and Edmund Lewis, of Belmont, Nova Scotia.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages per day of 10 hours.
Masons	$3.00
Bricklayers	3.00
Plasterers	2.50
Carpenters	1.75
Painters	2.00
Plumbers	2.00
Builders' labourers	1.50
Common labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

* Not included in last month's Report.

From Golden towards the International boundary line, via Windermere and Fort Steele, and crossing the Crow's Nest Ry., at or near Elko, in lieu of subsidy granted by cap. 57 of 1903, 186 miles.

Date of Subsidy Agreement, April 4th, 1907,; amount of subsidy granted, $3,200 per mile, not exceeding $6,400 per mile; company authorized to build said railway, Kootenay Central Railway Company.

FAIR WAGES SCHEDULE.

The minimum rate of wages to be paid respectively for the several classes of labour by the Company, and for the hire of teams, shall be the current rate in the district through which the railway is constructed, and the Company hereby covenants and agrees to make good any difference in the rates paid for the work done which may be less than the current rate aforesaid. In the event of a dispute arising as to what is the current or a fair and reasonable rate, or as to what amount or amounts if any, are owing because of a difference in the rates paid for the work done at a rate which may be less than the current rate, the matter shall be determined by the Minister, whose decision shall be final.

From, or from near, Garneau Junction, to or towards Quebec Bridge, in lieu of subsidy granted by cap. 57, of 1903.

Date of Subsidy Agreement, April 8th, 1907; amount of subsidy granted, $3,200 per mile, not exceeding $6,400 per mile; company authorized to build railway, the Canadian Northern Quebec Railway Company.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages per day of 10 hours.
Stonecutters	$3.00
Masons	2.50
Quarrymen	1.50
Rockdrillers	1.75
Steam drillers	2.00
Blasters	2.00
Tracklayers	1.50
Common labourers	1.50
Carpenters	2.00
Choppers	1.50
Blacksmiths	2.25
Steam shovel engineer	3.00
" craneman	2.50
" fireman	1.50
Steam derrick engineer	2.25
" fireman	1.50
Contractor's loco. engineer	3.00
" brakeman	1.50
" fireman	1.50
Structural iron workers	2.00
Rivetters	2.00
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

For a line of railway connecting Montfort and Gatineau line with the main line at St. Jerome, in lieu of subsidies granted to Montfort and Gatineau Colonization Railway Company, by cap. 57 of 1903, 22 miles.

Date of Subsidy Agreement, April 10th, 1907; amount of subsidy granted, $3,200 per mile, not exceeding $6,400 per mile; company authorized to build railway, the Canadian Northern Quebec Railway Company.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages per day of 10 hours.
Stonecutters (rough work)	$0.37½ per hour.
Masons	0.30 "
Quarrymen	1.50 per day.
Rock drillers	1.50 "
Steam drillers	1.75 "
Blasters	2.00 "
Tracklayers	1.50 "
Common labourers	1.35 "
Carpenters	2.00 "
Blacksmiths	2.25 "
Steam shovel engineer	2.25 "
" craneman	2.00 "
" fireman	1.50 "
Steam derrick engineer	2.00 "
" fireman	1.50 "
Contractor's loco. engineer	3.00 "
" brakeman	1.60 "
" fireman	1.50 "
Driver, 1 horse and cart	2.00 "
Driver, 2 horses and wagon	3.50 "

Department of Public Works.

Public wharf, Baddeck, N. S.; name of contractor, Hugh McDonald, North Sydney, N. S.; date of contract, March 2, 1907; amount of contract, $10,690.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate:
Contractor's foreman carpenter	$2.50 per day of 10 hours.
Wharf carpenters	1.75 " 10 "
Blacksmiths	2.25 " 10 "
" helpers	1.50 " 10 "
Ordinary labourers	1.25 " 10 "
Driver with 1 horse and cart.	2.00 " 10 "
Driver with 2 horses and wagon	3.00 " 10 "

Post office and building at St. Boniface, Man.; name of contractors, J. McDiarmid Co.; date of contract, March 4, 1907; amount of contract, $20,255.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of wages: Not less than
Stonecutters	60c. per hour 8 hours per day.
Bricklayers	55c. " 9 "
Masons	55c. " 9 "
Builders' labourers (hod carriers)	25c. " 10 "
Carpenters	35c. " 9 "
Joiners	37½c. " 9 "
Stair builders	40c. " 9 "
Lathers	35c. " 9 "
Plasterers	50c. " 9 "
" labourers	25c. " 10 "
Painters and glaziers	30c. " 9 "
Plumbers	35c. " 9 "
Steamfitters	35c. " 9 "
Sheet metal workers (tinsmiths)	39c. " 9 "
Electrical wirers	40c. " 9 "
Structural iron workers.	40c. " 9 "
Blacksmiths	27½c. " 10 "
" helpers	20c. " 10 "
Ordinary labourers	17½c. " 10 "
Driver, 1 horse and cart	40c. " 10 "
Driver, 2 horses and wagon	55c. " 10 "

Wharf at Point Prim, P. E. I.; names of contractors, I. R. Coffin and G. Quinn, Charlottetown, P. E. I.; date of contract, March 4, 1907; amount of contract, $4,160.

FAIR WAGES SCHEDULE.

Trade or Class of Labour	Rate of Wages. Not less than the following rate.
Foreman carpenter	$2.00 per day of 10 hours.
Carpenter	1.50 " 10 "
Blacksmiths	1.50 " 10 "
" helpers	1.00 " 10 "
Labourers	1.25 " 10 "
Driver, one horse and cart...	2.00 " 10 "
Driver, two horses and wagon	3.00 " 10 "

Public breakwater at Phinney's Cove, N. S.; name of contractors, J. E. & H. Bigelow, Canning, N. S.; date of contract, April 27, 1907; amount of contract, $5,700.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour	Rate of Wages. Not less than the following rate.
Foreman carpenter	$2.25 per day of 10 hours.
Carpenter	1.75 " 10 "
Blacksmiths	1.75 " 10 "
" helpers	1.25 " 10 "
Labourers	1.25 " 10 "
Driver, one horse and cart..	2.00 " 10 "
Driver two horses and wagon	3.00 " 10 "

Public building at Owen Sound, Ont.; names of contractors, Nagle and Mills,

Ingersoll, Ont.; date of contract, April 8, 1907; amount of contract, $63,424.00.

FAIR WAGES SCHEDULE.

Trade or class of labour.	Rate of Wages. Not less than the following rate:
Stonecutters	$0.40 per hour, 8 hours per day.
Stone masons	0.40 " 9 "
Bricklayers	0.40 " 9 "
Builders' labourers (hod carriers)	0.25 " 9 "
Plasterers	0.40 " 10 "
" labourers	0.25 " 10 "
Lathers	0. 2½ per yard.
Painters and glaziers	0.22½ per hour, 10 hours per day.
Plumbers	0.22½ " 10 "
Steamfitters	0.22½ " 10 "
Electric wirers	2.00 per day, 9 hours.
Structural iron workers	0.30 per hour, 10 hours per day.
Stair builders	0.30 " 10 "
Joiners	0.30 " 10 "
Carpenters	0.27½ " 10 "
Blacksmiths	0.20 " 10 "
" helpers	0.17½ " 10 "
Sheet metal workers (tinsmiths)	0.20 " 10 "
Ordinary labourers	0.22½ " 10 "
Driver, 1 horse and cart	0.35 " 10 "
Driver, 2 horses and wagon	0.40 " 10 "

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions,—

Nature of order.	Amount of order.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$ 347.46
Making and repairing rubber dating stamps and type; also other stamps	75.93
Supplying stamping material and repairing stamping pads	524.08
Making and repairing post office scales	244.00
Supplying mail bags	766.65
Repairing mail bags	1,081.14
Making and repairing mail locks and supplying mail bags fittings	1,447.50
Repairing Railway Mail Clerks tin travelling boxes and steel portable letter boxes and parcel receptacles	148.90
Making and repairing miscellaneous articles of postal stores	12.75
Making up and supplying articles of official uniforms	301.60

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR, CANADA—FIRST QUARTER OF 1907.

IN the accompanying statistical table detailed information is presented relating to changes in rates of wages and hours of labour reported to the Department of Labour as having gone into effect during the first quarter of the present calendar year, including the months of January, February and March, 1907.

The changes reported during the quarter, affecting in each case a number of work-people, were 33 in number. Of these, 26 were of the nature of increases in wages and 6 were of the nature of a decrease in hours. The remaining change involved both an increase in wages and a decrease in hours.

The arrangement of schedules preparatory to the opening of the season of outside employment was in progress at many points during the quarter, but comparatively few changes had been definitely adopted up to the end of March, owing in part to backward weather conditions.

The General Result.

In the accompanying small table an analysis is presented showing aggregate results, according to industries and groups of trades, of the several changes of the quarter, in so far as detailed information was obtained by the Department. It will be seen that the general result of the changes was wholly in the direction of an increase in the wages and of a decrease in the hours of labour. The most important change of the quarter, from the standpoint of numbers affected, took place in the coal mining industry on Vancouver Island, B. C., as a result of the granting of a bonus on gross earnings by the Western Fuel Company and the Wellington Coal Mining Company. In the lumbering industry of

British Columbia, also, several thousands of men received increases in wages during the past few months. A new schedule which was granted to carmen throughout the Canadian Pacific Railway system affected a large body of men. Street Railway employees at Montreal, Que., to the number of 2,000, had their wages increased from January 1.

The most important changes in hours recorded took place among retail clerks and brewery workers.

Changes by Industries and Trades.

The following is a statement of the changes in wages and hours of labour reported to the Department during the first quarter of 1906, according to the several industries and groups of trades affected:—

Lumbering.—As a result of the unprecedented activity of the lumbering industry in British Columbia, and the prevailing scarcity of men, the wages of employees in both camps and saw-mills have been increased to a marked degree during the past few months. The increases, almost without exception, have been voluntarily granted by the employers. The following statement shows the prevailing rates of wages for a number of the principal classes employed in the camps, as compared with the rates current a few months ago:—

Classes	Present rate per day	Former rate per day
Skidroad men	$ 2.50–	$ 2.00
Fallers	4.00– 4.50	3.00
Buckers	3.50– 4.00	3.00
Hooktenders	5.00– 5.50	4.00
Rigging slingers	4.00– 4.50	
Swampers	3.50– 3.75	2.75
Engineers per month with board	80.00– 85.00	50.00

The Department is indebted to the Manager of the Victoria Lumber and Manufacturing Company of Chemainus, B. C., employing in the neighborhood of 200 hands, for the following statement of the prevailing wages paid by the company in its different camps during January, 1907, compared with January, 1906:—

	Jan. 1907	Jan. 1906
Filer	$ 4.00 per day	$ 3.50 per day
Blacksmith	3.75 "	3.25 "
Boom-man	3.00 "	2.75 "
Sniper	3.25 "	2.75 "
Bucker	3.75 "	3.00 "
Faller	4.00 "	3.50 "
Signal man	2.50 "	2.25 "
Swamper	3.00 "	2.75 "
Under Cutter	4.00 "	3.50 "
Section Boss, railroad	4.50 "	3.00
1st Hook Tender	5.00 "	4.00 "
2nd Hook Tender	4.00 "	3.25 "
Rigging Slinger	3.50 "	2.75 "
Conductor	3.50 "	3.25 "
Engineer, Locomotive	100.00mo. & b.	80.00mo & b.
Dogger	3.00 per day	2.50 per day
Engineer, Donkey	3.25 "	3.00 "
1st Loader	4.00 "	3.50 "

The Department was unable to obtain an estimate of the total number of men affected by the above conditions, but it was stated that the changes were general in their effect and that at least several thousands of men throughout the province received an increase.

Mining.—During January the Western Fuel Company of Nanaimo, B. C., announced that it would grant a bonus of 5 per cent. on gross earnings to all its employees during the current month, and 10 per cent. during February, the latter rate to continue as long as the activity in the coal trade prevailed. The Wellington Coal Company of Extension, B. C., also granted a 10 per cent. bonus dating from January 1. Both increases were granted voluntarily by the employers, and amounted to about $1.50 per week for drivers and labourers, $1.80 per week for skilled labour and $2.00 per week for miners on contract work. About 2,000 employees of the Western Fuel Company and 4,000 employees of the Wellington Coal Company were affected. The bonus is paid monthly. The hours worked by these classes are 48 per week.

Employees of the St. Eugene Mining Company at Moyie, B. C., had their hours reduced one per day.

Building trades.—The arrangement of schedules for the season of 1907 was in progress at a number of points. At Montreal, Ottawa, Kingston, Hamilton, Port Arthur, Edmonton, and Vancouver increases to several important classes

were arranged, to go into effect during April and May. At Victoria, B. C., about 90 painters had their wages increased on March 1 from 37½ cents per hour for a 48 hour week to 41 cents per hour for a 44 hour week. The week is to consist of 8 hours' work on the first five days of the week and 4 hours on Saturday. The change amounted to a reduction of 4 hours per week without loss of pay.

Metal, engineering and shipbuilding trades.—Brass workers, platers, buffers, and polishers (100) at Toronto, Ont., had their wages increased 25 cents per day. A strike of these workers occurred during November, and a number of men had returned to work at the advanced rate when a final settlement was affected in January. The hours worked are 10 per day, with a five hour day on Saturdays. At New Westminster, B. C., machinists received an increase from 36 to 40 cents per hour.

Printing trades.—Printers at Moosejaw, Sask., and Victoria, B. C., had their wages increased by mutual agreement. In the former case the advance was from $14.50 to $15.00 per week, becoming effective on March 1, and affecting 18 men. At Victoria, B. C., the change affected the employees at the Government Printing Bureau and amounted to about $3.00 per week, dating from January 1.

Clothing. — At Brantford, Ont., 33 male and 40 female tailors received, on March 11, an increase in wages of 2 cents per hour in the case of the former and 5 cents per hour in the case of the latter. At Berlin, Ont., 17 shoe lasters and 5 shoe cutters were increased on February 5 from 5 to 5½ cents per pair in the case of the former and from 1½ to 2 per pair in the case of the latter, the increase amounting to about $1.50 per week. Six lasters in the same city were increased 75 cents per week during March.

Food and tobacco preparation.—Brewery workers (30) at Guelph, Ont., and at Toronto, Ont., to the number of 300, had their wages increased during March, the increase in the case of the former amounting to $3.00-5.00 per month, and in the case of the latter to $1.00 per week. The latter also had their hours reduced 2½ per week, the new schedule calling for 52½ hours per week during the summer months and 50 hours per week during the winter. The advance at Toronto, Ont., was the result of a compromise, after several conferences, the men having demanded an increase of $1.50 per week. The new agreement is to last for one year.

Railway employees.—Car men in the employ of the Canadian Pacific Railway Company obtained a new agreement with the company involving an increase from 2 to 6½ cents per hour. For employees east of Fort William, Ont., the change was dated from January 1, 1907, and for employees on the western lines, from December, 1906 (*). Several thousand men were affected by the change.

At Niagara Falls, Ont., a number of employees in the car shops of the Grand Trunk Railway were increased as follows:

Class	No. affected	Old rate per month	New rate per month
Car foreman.....	1	$80.00	$85.00
Clerk, car dept.....	1	58.00	60.00
Freight car inspector.....	4	58.00	60.00
		per hour	per hour
Blacksmith.....	1	$ .21½	$ .22½
" assist...	1	.16	.17
Coach inspector...	2	.17	.18
Carpenters	1	.20	.21
"	4	.19	.20
Air brake repairers.	2	.17	.18
Freight car repairers.....	1	.20	.21
Freight car repairers.....	11	16	17
Freight car repairers.....	22	.15	.16
Coach cleaners....	7	.15	.16
Oilers	2	.16	.17
"	1	.15	.16

The Pullman Car Company of Montreal, Que., recently increased the wages of female labour employed in the cleaning of cars from 10-11 to 12½ cents per hour. Male labour engaged in this class of work is paid from 15 to 17 cents per hour.

* The full text of these agreements is published elsewhere in the present issue under the heading "Recent Industrial Agreements."

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Lumbering—				
Employees in lumber camps and mills	British Columbia.	.....	.....	Wages increased.‡
Mining—				
Employees of St. Eugene Mining Co	Moyie, B. C	.....	Mar.	Hours reduced, 1 per day
Coal Miners	Vancouver I., B. C	6,000	Jan.	Bonus of 10% on earnings granted
Building Trades—				
Painters	Victoria, B. C	90	Mar. 1	Hours reduced from 48 to 44 per week, wages increased from 37½c. to 41c. per hour
Metal and Engineering Trades—				
Machinists	New Westminstr, B. C	25	Jan. 1	Wages increased from 36c. to 40c. per hour
Brass workers, Platers, Buffers & Polishers	Toronto, Ont	100	Jan. 24	Wages increased 25c. per day
Printing Trades—				
Printers	Moose Jaw, Sask.	18	Mar. 1	Wages ncreased from $14.50 to $15.00 per week
Printers	Victoria, B. C	18	Jan. 1	Wages increased $3.00 per week
Clothing Trades—				
Tailors	Brantford, Ont	73†	Mar. 11	Wages increased 2c. per hour for males and 5c. per hour for females
Lasters	Berlin, Ont	17	Feb. 2	Wages increased from 5c. to 5½c. per pair
Shoe cutters	Berlin, Ont	15	Feb. 2	Wages increased from 1½c. to 2c. per pair
Lasters	Berlin, Ont	6	Mar. 2	Wages increased 75c. per week
Food and Tobacco Preparation Trades—				
Brewery Workers	Guelph, Ont	30	Mar. 1	Wages increased $3.00–$5.00 per month.**
Brewery Workers	Toronto, Ont	300	Mar. 13	Wages increased $1.00 per week, and hours reduced 2½c. per week
Railway Employees—				
Carmen	C. P. R. System.	.....	Jan.	Wages increased 2–6½c. per hour.*
Carmen (G. T. R.)	Niagara Falls, Ont	52	Feb. 1	Wages increased.‡
Street Railway Employees—				
Conductors & Motormen.	Montreal, Que	2,000	Jan. 1	Wages increased 1c. per hour
General Transport—				
Teamsters	St. John, N. B	14	Mar.	Wages increased 10c. per ton for handling iron.
Teamsters	Brantford, Ont	15	Mar. 25	Wages of man and team increased from 35c. to 40c. per hour
Teamsters	Nelson, B. C	18	Mar.	Wages increased from $75–$80 per month

‡ See accompanying article.
† Including 40 females.
** For copy of the new agreement see *Labour Gazette* for April, 1907, p. 1130.
* For text of schedules of wages see articles "Recent Industrial Agreements" in present issue.

DEPARTMENT OF LABOUR, CANADA. STATISTICAL TABLES, SERIES E., N.o 18.

CANADA, DURING THE FIRST QUARTER OF 1907.

ESTIMATED RATE OF WAGES PER WEEK.		ESTIMATED HOURS OF LABOUR PER WEEK.		CHANGE IN WAGES PER HEAD PER WEEK.		CHANGE IN WORKING HOUGS PER HEAD PER WEEK.		MANNER IN WHICH CHANGE WAS BROUGHT ABOUT.
Before change.	After change.	Increase	Decrease	Increase.	Decrease.	Increase	Decrease	
.....	.....	.....	.....	.....	.....	.....	6	By voluntary concession during marked trade activity.
.....	.....	.....	.....	$1.50 -$2–	.....	.....	.....	
$18.00	$18.00	48	44	.....	.....	.....	4	On request of workmen.
$19.44	$21.60	54	54	$2.16	.....	.....	.....	After a strike on demand of workmen.
$12.37½– $13.75	$13.75	55	55	$1.37½	.....	.....	.....	On demand of workmen.
$13.75 –	$15.12½							
$14.50	$15.00	.....	.....	.50	.....	.....	.....	By mutual agreement.
$21–$24	$24–$27	48	48	3.00	.....	.....	.....	By mutual agreement.
$6–$12	$9–$13.20	.....	.....	$1.20–$3	.....	.....	.....	On request of employees.
$12.00	$13.50	.....	.....	$1.50	.....	.....	.....	On request of employees.
$12.00	$13.50	.....	.....	$1.50	.....	.....	.....	On request of employees.
$9.00	$9.75	.....	.....	.75	.....	.....	.....	On request of employees.
.....	.....	56	56	$75–$1.25	.....	.....	.....	By mutual agreement.
$9–$14	$10–$15	55	52½	$1.00	.....	.....	2½	By mutual agreement.
.....	.....	.....	.....	.60	.....	.....	.....	By mutual agreement.
.....	.....	.....	.....	.....	.....	.....	.....	On request of workmen.
$18.90	$21.60	.....	.....	$2.70	.....	.....	.....	On request of workmen.
.....	.....	.....	.....	$1.25	.....	.....	.....	On request of workmen.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Civic Employees—				
Civic Employees	St. John, N. B	26	Jan. 1	Wages increased. |
(permanent)	Victoria, B. C.	49	Mar. 1	Salaries increased $2.50—$25 per month.‡
(temporary)	Victoria, B.C.	200	Mar. 1	Wages increased 25c. per day
Civic frieman	Hamilton, Ont.	50	" 1	Wages increased $5–$7 per month
Ward foremen	"	7	" 1	Wages increased from $15–$16 per week
Teamsters	"	30	" 1	Wages increased from 43c.–48c. per hour
Other civic employees	"	9	" 1	Wages increased.‡
Civic Employees	Niagara Falls, Ont	10	Jan. 1	Wages increased.‡
Civic Employees	Welland, Ont	5	" 1	Wages increased.‡
Miscellaneous—				
Retail Clerks	Glace Bay, N. S.	150	Feb. 1	Early closing arrangement, Feb.–May
Retail Clerks	Chatham, N. B.		Jan. 1	Stores to close 4 days per week at 6 p. m., Jan.–Mar
Retail Clerks	Coaticook, Que.		Mar. 1	Early closing of dry goods stores on three night per week instead of two as previously
Retail Clerks	St. Catharies, Ont.	84 |	Mar. 1	Hours reduced 5½ per week

†See Labour Gazette for January and Feb., pp. 716, and 843 respectively.
\|Including 49 females.
*See Labour Gazette for March, 1907, p. 985, for detailed statement.
‡See statement in accompanying article.

Street car employees.——Employees of the Montreal Street Railway Company, to the number of 2,000, had their wages increased dating from January 1. Conductors and motormen in the service for the first and second years, were increased from 17 to 18 cents per hour, in the third, fourth and fifth years from 18 to 19 cents per hour, and those over five years in the employ of the company, from 19 to 20 cents per hour. For the first two years the men pay half the cost of their uniforms; after 2 years the company supplies the uniforms free.

General transport.—Teamsters (14) at St. John, N. B., received an increase of 10 cents per ton for carting iron. At Brantford, Ont., teamsters (15) were increased from 35 to 40 cents per hour. At Nelson, B. C., a number of teamsters were advanced in wages from $75.00 to $80.00 per month.

Retail clerks.—At Glace Bay, N. S., Chatham, N. B., Coaticooke, Que., and St. Catharines, Ont., early closing arrangements went into effect during the quarter. At Glace Bay, N. S., 150 employees were affected, and the change will amount to a reduction in hours of 3 per week during February, March, April and May. At Chatham, N. B., the arrangement applied to the winter months only, the stores closing at 6 p. m. on 4 days of the week. Dry goods stores at Coaticooke, Que., will close early on 3 nights per week instead of on 2, as previously. At St. Catharines, Ont., 84 employees of a departmental store had their hours reduced 5½ per week. At Brantford, Ont., an early-closing by-law was declared inoperative.

Civic employees.—Civic employees of various classes at St. John, N. B., received increases during the quarter (†) At Hamilton, Ont., civic firemen (50) received increases, in the case of first and second year men from $40 to $45 per month, in the case of third year men, from $50 to $55 per month; and in the case of fourth year men, and over, $60 to $67 per month, dating from

(†) A full account of these increases was given in the January and February, 1907, issues of the *Labour Gazette* at pages 716 and 843 respectively.

DEPARTMENT OF LABOUR, CANADA. STATISTICAL TABLES, SERIES E., No. 18

CANADA, DURING THE FIRST QUARTER OF 1907.

ESTIMATED RATE WAGES PER WEEK		ESTIMATED. OF HOURS OF LABOUR PER WEEK.		CHANGE IN WAGES PER HEAD. PER WEEK.		CHANGE IN WORKING HOURS PER HEAD PER WEEK.		MANNER IN WHICH CHANGE WAS BROUGHT ABOUT
Before change.	After change.	Increase	Decrease	Increase.	Decrease.	Increase	Decrease	
.....	.....	.. 48	48	.....	.....	.....	.....	On request of employees.
.....	.....	.. 48	48	$1.50	.....	.....	.....	On request of employees.
.....	.....	.....	.....	.....	.....	.....	.....	
$15.00	$16.00	.....	.....	$1.00	.....	.....	.....	On request of employees.
$23.22	$25.92	.....	.....	$2.70	.....	.....	.....	On request of employees.
.....	.....	.....	.....	.....	.....	.....	.....	" "
.....	.....	.....	.....	.....	.....	.....	.....	" "
.....	.....	.....	.....	.....	.....	.....	.....	" "
.....	.....	.....	.....	.....	.....	.....	.....	" "
.....	.....	.. 61	58	.....	3	.....	.....	By mutual agreement.
.....	.....	.....	.....	.....	8	.....	.....	By mutual agreement.
.....	.....	.....	.....	.....	2	.....	.....	By mutual agreement.
.....	.....	.....	.....	.....	5½	.....	.....	By voluntary concession.

March 1. Ward foremen (7) and teamsters (30) in the employ of the same municipality had their wages increased, the former from $15 to $16 per week and the latter from 43 to 48 cents per hour. Other increases granted in Hamilton were as follows:—

Classes	Old rate per year	New rate per year
Asst. engineer of water works..	$ 900.00	$1,050.00
Building inspector.....	900.00	1,000.00
Market clerk.....	1,600.00	1,700.00
Waterworks store keeper.....	900.00	1,000.00
Relief officer.....	660.00	800.00
Police magistrate.....	2,300.00	2,500.00
Turnkey jail 1st.....	575.00	650.00
" 2nd.....	500.00	550.00
" 3rd.....	475.00	525.00

At Niagara Falls, Ont., increases went nto effect from January 1 as follows:—

Classes	Old rate per year	New rate per year
City clerk.....	$900.00	$950.00
Assistant city clerk.....	350.00	425.00
City treasurer (*).....	750.00	800.00
Sanitary inspector.....	780.00	830.00
Chief of volunteer firemen (*)..	200.00	250.00
Asst. chief " (*) ...	75.00	125.00
Street superintendent.....	780.00	840.00
Engineer electric light plant ...	720.00	780.00
Asst. Engineer " ..	660.00	720.00
Mayor (*).....	300.00	400.00

(*) These officers have other occupations.

At Welland, Ont., the salaries of municipal officers were increased as follows:—

Classes	Old rate per year	New rate per year
Water works superintendent....	$600.00	$700.00
Treasurer.....	600.00	700.00
Clerk (**).....	475.00	550.00
Assessor (‡).....	150.00	200.00
Asst. chief police.....	500.00	550.00

(**) Has other civic position with additional salary.
(‡) Has other occupation.

At Victoria, B. C., 29 permanent and 200 temporary employees of the municipality received increases ranging from $2.50 to $25 per month in the case of the former and to 25 cents per hour in the case of the latter (‡).

‡ For detailed information in this connection see *Labour Gazette* for March, 1907, page 985.

TABLE SHOWING, BY INDUSTRIES AND GROUPS OF TRADES, THE RESULTS OF CHANGES IN WAGES AND HOURS OF LABOUR DURING THE FIRST QUARTER OF 1907.*

Industry or Group of Trades.	Number of Workpeople Affected.	Total Increase in Weekly Earnings.	Total Decrease in Weekly Earnings.	Total Increase in Hours of Employment.	Total Decrease in Hours of Employment.
Mining	6,000	$10,500.00			400
Building	90				360
Metal	125	191.50			
Printing	36	63.00			
Clothing	102	187.50			
Food and Tobacco Preparation	330	330.00			750
Street Railway Employees	2,000	1,200.00			
General Transport	47	108.00			
Retail Clerks	325				1,300
Civic Employees	386				

*Account is taken in this table only of changes with regard to which detailed information was obtained by the Department.

RECENT INDUSTRIAL AGREEMENTS.

Agreement Between Canadian Pacific Railway Company and Carmen on Eastern Lines, Effective Jan. 1, 1907.

THE following rules and rates of pay will govern the service of permanent carmen on the Eastern Lines of the Canadian Pacific Railway. By permanent carmen is meant those who have been in the service of the Car Department continuously for one year or more, or who have had one year's cumulative service during the three years immediately preceding.

ARTICLE 1.

A. Shop rules and hours will govern at Outremont, McAdam, Carleton Junction, Toronto Junction, North Bay and Farnham.

Carmen employed exclusively on repair tracks will be considered shopmen, but carmen employed on running repairs shall not be considered shopmen.

B. Car repairers required to furnish and regularly use carpenters' tools will be classed as freight car carpenters.

ARTICLE 2.

A. For shopmen work hours shall be from 7 a. m. to 6 p. m. with one hour off for meals between 12 noon and 1 p. m.; on Saturdays from October 1st to March 31st, from 7 a. m. to 5 p. m. with one hour off for meals between12 noon and 1 p. m.; and from April 1st to September 30th from 7 a. m. till 12 noon or to 5 p. m. when so agreed.

Overtime shall be paid them at the rate of time and one-half for Sundays and the following public holidays, viz: New Year's Day, Good Friday, Victoria Day, Dominion Day, Labor Day, Thanksgiving Day and Christmas Day, also after work hours up to midnight, after midnight double time.

B. Regular night shopmen shall be paid straight time during work hours, same being from 7 p. m. to 6 a. m. with one hour off for meals.

C. Shopmen when called out after work hours shall receive not less than two and one-half hours' straight time—if called out after midnight, 5 hours' straight time.

D. The Company may shorten the number of working hours of shopmen as business may necessitate.

ARTICLE 3.

Carmen who have worked overtime shall not be required to lay off to equalize their time to straight time. Overtime shall, as far as practicable, be equalized between qualified men.

ARTICLE 4.

A. For Car Inspectors, Car Repairers, Car Oilers, Air Brake Testers, Car Cleaners, Ice men, Car Heating and Lamp Men, work hours, unless otherwise arranged by the Company, shall be from 7 a. m. to 7 p. m. for day work, and from 7 p. m. to 7 a. m. for night work, with one hour off for meals. Overtime shall be paid at the rate of time and one-half after work hours arranged. If such employees are called out within three hours after regular working hours to attend trains, they shall be paid not less than one hour's straight time; if beyond three hours, two and one-half hours' straight time.

B. Carmen with duties of Car Inspectors on work trains shall be classed as Inspectors.

C. Inspectors or others having permanent charge of three or more men will be classed as leading hands. Leading hands are those who, while working themselves, also direct and supervise the work of others.

D. Unless agreed otherwise, carmen (other than car construction shopmen) working night and day relays shall work alternate work day and night.

E. Carmen required to do superior work shall be paid the rate of such superior work after the seventh day, but should they be required to do such work for two weeks or over, they will be so paid from time they start on such work.

F. Carmen with duties of Car Inspectors at points where only one carman is employed will be allowed 330 hours per month without overtime.

ARTICLE 5.

Carmen will be paid straight time when travelling to and from wrecks from the time called for (Sundays and public holidays, time and one-half) and time and one-half while working at wrecks. No time will be allowed while laid up for rest, but straight time will be allowed while waiting for movement of wrecking trains.

ARTICLE 6.

Carmen sent out on the road to do work temporarily will be allowed straight time when travelling(Sundays and public holidays time and one-half) and overtime for time worked beyond regular hours and the additional expense they necessarily incur, receipt to be attached to expense voucher.

ARTICLE 7.

When carmen are sent from home stations on such short notice as to prevent them from obtaining funds to defray living expenses, the Company will provide them with meals or means for obtaining same, and when possible, sleeping accommodation.

ARTICLE 8.

When reductions in force are made, men who have others dependent of them for support shall be given preference of employment, seniority and proficiency to govern. Carmen laid off on account of reduction of force, if competent, shall, when force is increased, be given preference over new men. Promotion shall be governed by merit, ability and seniority.

ARTICLE 9.

A. Carmen who are discharged or resign shall be given a certificate stating term of service and the capacity in which employed.

B. A carman discharged or suspended, on application within five days to his foreman, shall be given a fair trial, and if it is then found that such carman has been unjustly discharged or suspended, he shall be reinstated and paid for lost time.

ARTICLE 10.

Carmen who feel that they are being unfairly dealt with may appeal from their foreman to the head of their department.

ARTICLE 11.

A. Carmen shall be subject to the general rules of the Company, in regard to leave of absence or free or reduced railway transportation.

B. When consistent with good service, and provided the Company is not put to additional expense thereby, free transportation will be given to carmen to enable them to get to their place of residence at week ends.

C. Leave of absence and free transportation to places on Eastern lines shall be granted to members of committees of carmen properly constituted for the adjustment of matters in dispute with the Company after receipt of written application to the proper officer.

THE RATE OF PAY WILL BE AS FOLLOWS:—

Atlantic Division.

Pattern Makers	26c
Carpenters, Bench, Coach and Cab	25c
Carpenters, Truck, Platform, Tender and Pilot	21½c
Carpenters, Freight	21½c
Painters and Varnishers, Coach and Locomotive	25c
Painters, Decorators and Letterers	25c
" Helpers	18c
" Freight	18c
Wood Machine Men, Saw and Boring	19c
" Mortisers, Planers and Matchers	22c
" Shapers	25c
" Helpers	17c
Steam Fitters	25c
Pipe Fitters	21c
Tinsmiths	25c
Air Brake Testers	21c
Air Brake Cleaners	18c
Car Inspectors	21c
Car Oilers	20c
Car Repairers	18c
Tender Truck Repairers	18c
Car Cleaners, Sleepers and Diners interior	17c
Car Cleaners, other	16c
Car Heating and Ice Men	18c
Lamp Cleaners	17c

Eastern Division.

Carpenters, Bench, Coach and Cab	25c
" Truck, Platform, Tender and Pilot	21½c
Carpenters, Freight	21½c
Painters and Varnishers, Coach and Locomotive	25c
Painters, Decorators and Letterers	25c
" Helpers	18c
" Freight	18c
Wood Machine Men, Saw and Boring	19c
" Mortisers, Planers and Matchers	22c
" Shapers	25c
" Helpers	17c
Upholsterers	22c
Steam Fitters	25c
Pipe Fitters	21c
Tinsmiths	25
Air Brake Testers	21c
Air Brake Cleaners	18c
Car Inspectors	21c
" Oilers	20c
" Repairers	18c
Tender Truck Repairers	18c
Car Cleaners, Sleepers and Diners interior	17c
Car Cleaners, other	16c
" Heating and Ice Men	18c
Lamp Cleaners	17c
Gas Fitters	22c
Electricians	24c

Ontario Division.

Pattern Makers	26c
Carpenters, Bench, Coach and Cab	25c
" Truck, Platform, Tender and Pilot	21½c
Carpenters, Freight	21½c
Painters and Varnishers, Coach and Locomotive	25c
Painters, Decorators and Letterers	25c
" Helpers	18c
" Freight	18c
" Coach Washers	15½c
Wood Machine Men, Saw and Boring	19c
" Mortisers, Planers and Matchers	22c
" Shapers	25c
" Helpers	17c
Upholsterers	24c
Steam Fitters	25c
Pipe Fitters	21c
Tinsmiths	25c
Air Brake Testers	21c
Air Brake Cleaners	18c
Car Inspectors	21c
" Oilers	20c
" Repairers	18c
Tender Truck Repairers	18c
Car Cleaners, Sleepers and Diners interior	17c
" Cleaners, other	16c
" Heating and Ice Men	18c
Lamp Cleaners	17c
Upholsterers Helpers	18c

Lake Superior Division.

Carpenters, Bench, Coach and Cab	25c
" Truck, Platform, Tender and Pilot	22½c
Carpenters, Freight	22½c
Painters and Varnishers, Coach and Locomotive	26c
Painters, Decorators and Letterers	25c
" Helpers	19c
" Freight	10c
Steam Fitters	26c
Pipe Fitters	22c
Tinsmiths	26c
Air Brake Testers	22c
Air Brake Cleaners	19c
Car Inspectors	22c
" Oilers	21c
" Repairers	19c
Tender Truck Repairers	19c
Car Cleaners, Sleepers and Diners interior	18c
Car Cleaners, other	17c
" Heating and Ice Men	19c
Lamp Cleaners	18c

SPECIAL OCCUPATIONS.

Atlantic Division.

Wrecker and Painter (Freight)	23c
Steam and Pipe Fitter and Air Brake Tester	23c
Coach Repairer and Cleaner	19c
Car Cleaner (Diner)	19c
Wood Machinist and Checker	23c

Ontario Division.

Car Inspector (Windsor Steamers)	23c
Wheel Inspector, Toronto Junction repair track	19c

Lake Superior Division.

Car Cleaner (Diner)	19c
Triple Tester and Pipe Fitter	22c

SPECIAL RULES.

Leading hands two cents in advance of general rates.

Cartier and West one cent in advance of rates East of Cartier.

Carmen will not be employed at a rate less than two cents below rates shown herein.

The above rules and rates will not be changed unless on thirty days notice.

The Rates of Pay for Farnham Shops will be as follows:

Carpenters, Bench, Coach and Cab	23c
" Truck, Platform, Tender and Pilot	20c
Carpenters, Freight	20c
Painters, Varnishers, Coach and Locomotive	20c
Painters, Decorators and Letterers	23c
" Helpers	18c
" Freight	18c
" Coach Washers	15c
Wood Machine Men, Saw and Boring	18c
" Mortisers, Planers and Matchers	21c
" Shapers	23c
" Helpers	16c
Upholsterers	22c
" Helpers	17c
Steam Fitters	22c
Pipe Fitters	19c
Tinsmiths	22c
Air Brake Testers	21c
Air Brake Cleaners	18c
Car Inspectors	21c
" Oilers	20c
" Repairers	18c
Tender Truck Repairers	18c
Car Cleaners	16c
" Heating and Ice Men	17c
Triple Tester	21c

Above rates to apply only to carmen who have been six months continually in the Car Department.

Special Rules.

Leading hands two cents in advance of general rates.

Carmen will not be employed at a rate less than two cents below rates shown herein.

The above rules and rates will not be changed unless on thirty days notice.

Approved for the Employees:

(Signed) L. L. HANNAH,
General Chairman.

Approved for the Company:

(Signed) W. E. FOWLER,
Master Car Builder.

MONTREAL, October 17th, 1905.

Mr. L. L. HANNAH,
General Chairman,
Montreal.

Dear Sir:

IT IS UNDERSTOOD:

1st. That freight car heating will be attended to by the carmen as hitherto, but they will be advised by the agents or otherwise of all cars that are to be heated, and that when there is sufficient of this business offering at any one point, special men will be appointed to look after same.

2nd. That an effort will be made to occasionally relieve inspectors working daily, Sundays included, by the appointment of a relieving inspector, who will be paid by the month, including time for travelling.

3rd. That any employees at present having rates higher than these named in this schedule agreed to shall not have their rates reduced during the existence of said schedule.

Yours truly,

D. McNICOLL.

Canadian Pacific Railway Free Passes and Reduced Rates for Employees.

Employees in service over six months but less than one year will be granted tickets at one half the regular rate, first or second class as desired. Single or return within that period to any point on the system.

Employees in the service one year or over will be granted a free pass once a year to any point on the General Superintendent's Division.

Employees in the service three years or over will be granted a free pass once a year to any point on the system.

Employees requiring in excess of above free transportation will be granted tickets at half rates to any point on the system.

Passes will not be issued over the Company Steamship lines, but the following reduced rates will be granted; employees who have been in the service six months or over, Trans-Atlantic and Trans-Pacific Steamships, including meals and berths, 25% reduction.

Pacific Coast Steamship Lines, when same include meals and berths, 25% reduction, when rates are exclusive of meals and berths, 50% reduction.

Upper lake Steamships, 50% reduction, plus one-half the regular charge for meals and berths, when rates include same such one-half charge for meals and berths being as follow:

Between Owen Sound and Sault Ste.-Marie	$1.75
Between Owen Sound and Fort William	4.25
Between Sault Ste.-Marie and Fort William	2.25

Passes will not be issued nor reduced rates granted for sleeping car berths, first class, or tourist.

The above regulations will also apply to immediate members of employees' families, dependant on and living with such employees.

Half rates will be granted on household goods of employees when moving and remaining in Company service, when moved under agreement, with or on orders of the Company, household goods will be carried free.

In sparsly settled districts the Company will, during the summer season, transport for employees, free of charge, fresh meats twice a week from the nearest point of supply where reasonable prices prevail, other eatables and clothing at half regular rates. A member of the household of a permanent employee who has been at least six months in the service will be furnished with free transportation twice a month to and from such points for the purpose of purchasing necessary supplies.

(Signed) D. McNICOLL,
1st Vice-President and General Manager.

(This cancels previous issue.)

Agreement between Canadian Pacific Railway Company and Carmen on Western Lines Effective Dec. 1, 1906.

This agreement is substantially identical with that immediately preceding, with the exception of the portion relating to rates of pay which are specified as follows:—

CENTRAL DIVISION.

FORT WILLIAM TO PASQUA AND BRANCHES EAST OF PASQUA.

	Cents per hour.
Air Brake Tester	25
Air Brake Cleaner	24½
Air Brake Triple Tester	27½
Air Brake Triple Tester (Winnipeg only)	29
Blacksmith Freight Repairer, Handyman	30
Bench Carpenter, Coach shop	34½
Carpenters, Coach and Loco	33
Carpenters, Freight	28½
Car Strippers and Trimmer	25
Car Inspector	25
Car Repairers and Oilers	23½
Car Heating and Lampman	21½
Cleaners, Coach Yard	20
Cleaners, for Painters	21
Cleaners, Brass in Coach Shop	22
Driller, Freight Shop	23
Gasman	21
Helpers, Pipefitters	21½
Leading Hand, Winnipeg Coach Shop	36½
Leading Hand, Winnipeg Coach Yard	25
Woodshapers, Stickers, etc	32
Wood Mortisers and Planers	28½
Wood Machinemen, Saw and Boring	24½
Machinemen Helpers, Wood	21½
Painter, Leading Coach and Tender	34½
Painters, Coach and Loco	33
Painters, Freight	25½
Painter's Assistant, Brush Hands	23
Patternmakers	36
Pipefitter, Coach and Loco	33½
Pipe Machineman and Threader	23½
Saw Filer	32
Tinsmith Leading	34½
Tinsmiths	33
Tinsmiths' Helpers	21½
Truck Repairer, Leading Coach and Tender	31½
Truck Repairer, Shops	25
Truck Repairer, Passenger Yard	24½
Upholsterers	31

RATES FOR APPRENTICES WILL BE AS FOLLOWS:

First year	9	cents	per	hour
Second year	11	"	"	"
Third year	13	"	"	"
Fourth year	16	"	"	"
Fifth year	20	"	"	"

WESTERN DIVISION.

WESTERN DIVISION AND MOOSE JAW.

	Cents per hour
Air Brake Tester	28½
Air Brake Cleaner	25½
Air Brake Triple Tester	29
Car Inspectors	28½
Car Repairers and Oilers	24½
Car Heating and Lampmen	23

WESTERN DIVISION.—Con.

	Cents per hour
Car Cleaners and Washers	22
Carpenters, Coach and Loco	34
Carpenters, Freight	30
Fitters, Coach Shop	30
Machinemen, Wood	32½
Machinemen's Helpers, Wood	22½
Mill Hand, Leading at Calgary	35½
Painter, Leading Calgary only	35½
Painters, Coach and Loco	34
Painter, Freight	26½
Painter, Leading Calgary only	35½
Pipefitters, Coach and Loco	35
Pipefitters' Helper	22½
Tinsmith, Leading	36½
Tinsmith	34
Truck Repairers, Leading	32½
Truck Repairers, Coach and Tender	26½

RATES FOR APPRENTICES WILL BE AS FOLLOWS:

First year	9	cents	per	hour
Second year	11	"	"	"
Third year	13	"	"	"
Fourth year	16	"	"	"
Fifth year	20	"	"	"

PACIFIC DIVISION.

	Main Line North of Arrowhead	Main Line South of Arrowhead
Air Brake Cleaners and Testers	25½	26
Brass Cleaner, Coach Shop	23	
Bench Carpenter, Vancouver only	34	
Carpenters, Coach and Loco	33	34
Carpenters, Freight	29½	30½
Car Inspector, Leading	29	30
Car Inspector	27	27½
Car Inspector, Day at Vancouver	29½	
Car Repairer, Leading	29½	30
Car Repairer and Oilers	24½	25½
Car Oiler at Vancouver	25	
Car Heating and Lampman	22½	23½
Cleaners for Painters	22	
Gasman	22½	
Coppersmith	38½	
Layerout	34	
Mill Hand, Leading	35	
Machinemen, Wood, 3 at	31	
Machine Wood, balance at	28½	
Machine Helpers, Wood	22½	
Painter, Leading	35	
Painter, Coach and Loco., 2 at	34	
Painter, Coach and Loco., balance at	33	34
Painter, Freight	27½	28½
Painters' Assistant, Brush hands	23	24
Patternmaker, Leading	38½	
Patternmaker	35	
Pipefitter	33½	34½
Shipwright, one at Vancouver	38½	
Tinsmith	33	34
Tender Truck Repairer	24½	25½
Triple Tester	28	29

RATES FOR APPRENTICES WILL BE AS FOLLOWS:

First year	9	cents	per	hour
Second year	11	"	"	"
Third year	13	"	"	
Fourth year	16	"	"	"
Fifth year	20	"	"	"

Apprentices out of their time will be paid the minimum rate for journeymen, and after six months the maximum rate, provided their services are satisfactory. Apprentices on all divisions will be between the ages of fifteen and eighteen years of age when starting.

The above prices and rules will not be changed unless on thirty days' notice.

For the Company:

G. H. EATON,
Asst. Master Car Builder.

For the Committee:

L. L. HANNAH.

Approved:

W. CROSS,
Asst. to Second Vice-President.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF MARCH, 1907.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the bureaus of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL Accidents to 290 individual workpeople in Canada during the month of April, 1907, were reported to the Department of Labour. Of these 82 were fatal and 208 resulted in serious injuries. In addition, 4 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before April, 1907. The number of fatal accidents reported in April, 1907, was 3 more than in the previous month, and 16 more than in April, 1906.

Of 154 returns received during the month giving the ages of victims of industrial accidents, 11 referred to persons under 21 years of age, 15 to persons between 21 and 45, and 4 over 45; 124 persons were over 21 years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and groups of trades:—

STATEMENT OF ACCIDENTS DURING APRIL, 1907, BY INDUSTRIES, AND TRADES.

Trade or Industry.	Killed.	Injured.	Total.
Agriculture	17	23	40
Lumbering	8	15	23
Mining	15	26	41
Building trades	—	12	12
Metal trades	1	41	42
Woodworking trades	—	8	8
Printing trades	—	1	1
Clothing trades	—	1	1
Textile trades	—	4	4
Food & tobacco preparation.	1	7	8
Railway service	24	17	41
Navigation	5	4	9
General transport	4	16	20
Civic employees	—	3	3
Miscellaneous	5	19	24
Unskilled labour	2	11	13
Total	82	208	290

Nature of Fatalities and Accidents.

The chief disasters of the month were: the death of three laundry workers, and the injury of ten others in the destruction by fire of the Canada Steam Laundry Company's plant at Montreal, Que.; the death of three miners and the partial asphyxiation of eight others through an explosion of gas at Coleman, B. C.; the death of three train hands in a railway wreck at Fire Hill, Ont., and the death of two workers, and the injury of another by a boiler explosion at Conn, about eight miles from Mount Forest Ont.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 41.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF APRIL, 1907.

Table of Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Agriculture—				
Farmer	Ancaster, Ont.	Apr. 1	1	In a runaway.
"	Middlemiss, Ont.	" 2	1	Burned to death while fighting fire.
"	Campville, Ont.	" 4	1	Burned to death in grass fire.
"	St. Sylvère, Que.	" 1	1	Beheaded by circular saw.
"	Paris, Ont.	" 6	1	In a runaway.
"	Palmerston, Ont.	" 8	1	In a runaway.
"	Arden, Man.	" 5	1	Cave in in sand pit.
"	Strathcona, Alta.	" 9	1	Run over by train.
"	Macleod, Alta.	" 12	1	Drowned while fording river.
"	Belleville, Ont.	" 12	1	Struck by train.
"	Portage la Prairie, Man.	" 12	1	Frozen to death.
"	Mission Junction, B. C.	" 11	1	By falling tree.
"	Carberry, Man.	" 15	1	Fell head first into cellar.
"	Boynton, Que.	" 2	1	Log rolled on him.
"	Mount Forest, Ont.	" 22	1	Explosion of boiler at mill where he had brought logs.
"	Carman, Man.	" 25	1	In a runaway.
"	Bickford, Ont.	" 24	1	Struck by an engine.
Lumbering.—				
Saw mill hand	Lacolle, Que.	" 4	1	Drowned while driving logs to mill.
"	Boynton, Que.	" 1	1	Log rolled on him.
"	Mount Forest, Ont.	" 22	1	Explosion of boiler.
"	Scotch Ridge, N. B.	" 10	1	Struck in back by piece of fly wheel
Pulp mill hand	Sault Ste. Marie, Ont.	" 24	1	Fell from roof in fire at mill.
Millwright	Procter, B. C.	" 16	1	Entangled in belting.
Logger	Ste. Cecile de Whitton, Que.	" 25	1	Tree fell on him.
"	Oromocto River, N. B.	" 26	1	Drowned.
Mining—				
Miner	Coleman, Alta.	" 11	3	Explosion of dynamite.
	Dorchester, N. B.	" 11	1	" "
"	Milipsigate, N. S.	" 4	1	By fall of rock.
"	Michel, B. C.	" 13	1	Run over by loaded cars.
"	Reserve, N. S.	" 18	1	By fall of stone.
"	Asbestos, Que.	" 1	1	Struck by stone in asbestos pit.
"	Sydney, Mines, N. S.	" 24	1	Struck by loaded cars.
"	Westville, N. S.	" 22	1	Fell down shaft.
"	Fairview, N. B.	" 10	1	Explosion of dynamite.
Smelter	Nelson, B. C.	" 1	1	Caught in shafting.
Prospector	Haileybury, Ont.	" 25	1	Run over by train.
Quarryman	St. Mary's, Ont.	" 14	1	Fell into quarry.
"	Grondines, Que.	" 26	1	Arm of derrick fell on him.
Metal Trades—				
Shipbuilder	Calgary, Alta.	" 9	1	Scow fell from staging on him.
Roofer	St. Hyacinthe, Que.	" 7	1	Fell from roof, 40 feet.
Food and tobacco preparation—				
Biscuit factory hand	Toronto, Ont.	" 1	1	Fell down elevator shaft.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 41.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF APRIL, 1907.

Table of Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Railway service—				
Conductor	Sarnia, Ont.	Apr. 25	1	Struck by train.
"	St. Thomas, Ont.	" 23	1	Struck by wing of a leveller.
"	East London, Ont.	" 25	1	Run over by train.
"	Dauphin, Man.	" 28	1	Run over by train.
Engineer	Near Fort William, Ont	" 30	1	Freight train ran into a washout.
Fireman	Near Ingersoll, Ont.	" 10	1	Explosion of boiler.
"	Near Millerton, N. B.	" 24	1	In derailment of train.
"	Near Fort William, Ont	" 30	1	Train ran into washout.
Brakeman	St. Thomas, Ont.	" 1	1	Caught between cars.
"	Emmerson, Man.	" 2	1	Run over by train.
"	Huntsville, Ont.	" 8	1	In rear end collision.
"	Toronto, Ont.	" 20	1	Fell from train.
"	Montreal, Que.	" 25	1	Caught between cars.
"	Near Fort William, Ont.	" 30	1	Train ran into washout.
Construction foreman	Ste. Anne de Bellevue, Que.	" 1	1	Drowned, fell from bridge.
Construction hand	Hamilton, Ont.	" 2	1	Explosion of dynamite.
" "	Kenora, Ont	" 9	1	" "
" "	"	" 25	1	By fall of large piece of rock.
Engine wiper	Vermillion, Alta.	" 3	1	Burned to death in oil house.
Switchman	Macleod, Alta.	" 8	1	Caught between cars.
"	Winnipeg, Man.	" 5	1	Run over by train.
Sectionman	Hamilton, Ont.	" 14	1	Struck by train.
"	Cobourg, Ont.	" 6	1	Run over by train.
"	Winnipeg, Man.	" 15	1	Run over by engine.
Navigation—				
Longshoreman	Halifax, N. S.	" 1	1	Decapitated by wire rope of winch.
Longshoreman	Toronto, Ont.	" 25	1	Crushed between sand barge and steam shovel.
Captain	Bay of Fundy, N. B.	" 26	1	Drowned, washed overboard.
Schooner's cook	Chatham, N. B.	" 28	1	Fell overboard, drowned.
Coal trimmer	St. John, West, N. B.	" 18	1	Drowned.
General transport—				
Teamster	Winnipeg, Man.	" 6	1	In a runaway.
Teaming contractor.	Hamilton, Ont.	" 18	1	By cave in of hard pan.
Elevator hand	Port Arthur, Ont.	" 15	1	Caught in shafting.
Expressman	Quebec, Que.	" 25	1	Fell out of express.
Miscellaneous—				
Cement worker	Sydney, N. S.	" 2	1	Caught in machinery.
Laundry workers	Montreal, Que.	" 18	3	Burned to death.
Warehouse employee	Quebec, Que.	" 2	1	Bag of seed fell on him.
Unskilled labour—				
Labourer	Haileybury, Ont.	" 19	1	By explosion of dynamite.
"	Hamilton, Ont.	" 19	1	Cave in of gravel pit.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN APRIL, 1907.

Mill hand	Lindsay, Ont.	Mar. 27	1	Fell into tank of boiling water.
Blacksmith in mine	Sandon, B. C.	" 3	1	Explosion of dynamite.
Driver in mine	Coal Creek, B. C.	" 30	1	Caught between car and tunnel.
Manager of elevator	Pasqua, Sask.	" 28	1	Caught in belting.

Fire in Montreal, Que.

On the afternoon of April 18, 1907, while all hands were at work, fire, stated to be due to an explosion of benzine, broke out in the second story of the plant of the Canada Steam Laundry Company at Montreal. Owing to the inflammable nature of the building and its contents, the whole structure speedily ignited and three employees lost their lives while trying to escape, ten others receiving serious injuries.

Explosion of Coal Gas at Coleman, B.C.

On the morning of April 4, an explosion of gas occurred in No. 4 colliery of the International Coal and Coke Company, causing the death of three workmen. Eight others were taken out unconscious but recovered afterwards. The cause of the explosion is unknown. The mine was not damaged to any extent.

Railway Wreck at Fire Hill, Ont.

During the night of April 29, the second section of No. 120 regular freight on the Canadian Pacific Railway plunged into an opening formerly spanned by a bridge which had been washed away at Fire Hill, a small station east of Nepigon, Ont. In the wreck, the engineer, fireman and brakeman of the train were killed.

Boiler Explosion at the Village of Conn, Ont.

On the morning of April 20, a boiler in a sawmill at Conn, a village near Mount Forest, Ont., exploded and instantly killed two men, one an employee of the mill and the other a farmer living in the vicinty who had come to the mill with a load. The owner of the mill was also very seriously injured.

Record by Trades and Industries.

Agriculture.—There were 17 fatal and 23 non-fatal accidents during April, compared with 21 killed and 20 injured in the preceding month and 10 killed and 23 injured in April, 1906. Four farmers were killed in runaways, 3 being struck by trains, 2 by burning, 2 by falling material and 1 each by machinery, by a cave-in of earth, by drowning, by being frozen to death, by a fall and by an explosion. Of the serious accidents, 7 were caused by falls, 5 by live stock, 4 by machinery, 3 by being struck by trains, 2 by tools, 1 by an explosion and 1 by a runaway.

Lumbering.—In this industry there were 8 deaths through accident, and 15 serious accidents, as against 10 killed and 11 injured in March, and 5 killed and 14 injured in April, 1906. Of the fatal accidents, 2 were due to drowning, 2 to falling trees, 1 to a boiler explosion, 1 to being struck by a piece of a fly wheel, 1 to becoming entangled in belting, and 1 to a fall. Of the minor accidents, 8 were caused by machinery, 3 by explosions, 3 by falling material and 1 by flying wood projected from a saw.

Mining.—Fifteen fatalities and 26 serious accidents occurred, as against 6 killed and 10 injured in the previous month and 11 killed and 6 injured in April a year ago. Five of the fatalities were caused by explosions, 3 each by falling material and by being struck by cars, 2 by falls and 2 by machinery. Of the other accidents, 11 were caused by explosions, 8 by falling material, 5 by being crushed or struck by cars, 1 by a fall and 1 by live stock.

Building trades. — There were no fatalities and 12 accidents in this group, compared with 1 death and 7 minor accidents in March, 1907, and 3 killed and 14 injured in April, 1906. Eight of the accidents were due to falls, and 4 to falling material.

Metal trades.—In these trades a roofer at St. Hyacinthe, Que., was killed by falling from a roof a distance of 40 feet, and 41 other workmen were injured during April. Last month the record was 9 killed and 41 injured, and in April of last year, 3 killed and 14 injured. Of the minor accidents 12 were caused by explosions, 11 by machinery, 8 by falling material, 5 by falls, 2 by being crushed between cars, 2 by electricity and 1 by the discharge of a gun that a blacksmith was repairing.

Woodworking trades.—April had no fatalities in this branch, but 8 workmen received serious injuries through contact with machinery. Last month there were also 8 workmen injured and in April, 1906, 12 injured.

Printing and allied trades.—A printer in Toronto, Ont., was seriously injured by the fall of an elevator weight in April. In the previous month there was 1 workman injured, and in April, 1906, 3 workmen received injuries.

Clothing trades.—There was only 1 workman injured. The March, 1907, record was 5 minor injuries. In April of last year 3 minor injuries were reported.

Textile trades.—Four workmen were seriously injured. The preceding month was free from accidents and April 1906 the record was 1 workman injured. Two of the 4 accidents were due to machinery, 1 to an explosion of gas and 1 to falling material.

Food and tobacco preparation.—One fatality and 7 serious accidents occurred in this group during April, compared with 2 killed and 3 injured in March last and 1 killed and 4 injured in April of last year. A biscuit factory hand at Toronto, Ont., was killed by falling down an elevator shaft. Two workmen were asphyxiated by the explosion of an ammonia pipe at Vancouver, B. C., 2 were injured by escaping steam, 2 by falls and 1 by a sharp tool.

Railway service.—There were 24 employees killed and 17 injured during April, 1907, compared with 20 killed and 30 injured in the preceding month and 21 killed and 11 injured in April, 1906. Six of the deaths were due to the victims being run over by trains, 5 to being struck by engines, 3 to derailments, 3 to explosions, 2 to being caught between cars and 1 each to a collision, to a fall, to drowning, to being burnt to death, to a derailment, and to falling material. Of the minor accidents 5 were due to collisions, 5 to falls, 2 to being caught between cars, 2 to being struck by engines, 1 to a derailment, 1, to an explosion and 1 to falling material.

Navigation.—Five fatalities and 4 accidents occurred in this group, compared with 1 killed and 3 injured in March last and 2 killed and 4 injured in April, 1906. Three of the deaths were caused by drowning, 1 by the victim being decapitated by the wire rope of a winch and 1 by being crushed between a sand barge and a wharf. The 4 injuries were caused by falling material.

General transport—Four deaths by accident and 16 minor accidents occurred among these workmen in April, as against 2 killed and 19 injured in the previous month and 2 killed and 9 wounded in April of last year. One of the fatalities was due to machinery, 1 to a runaway, 1 to a cave-in of hard pan and 1 to a fall. Five of the other accidents were due to falling material, 4 to falls, 3 to runaways, 2 to being struck by cars, 1 to a collision and 1 to machinery.

Civic employees.—There were 3 serious accidents in this class compared with 9 in March and three in April, 1906. One of the accidents was caused by a fall, 1 by a cave-in of earth and 1 by being struck by a pick-axe.

Miscellaneous.—Five deaths and 19 serious injuries occurred in this group, compared with 3 killed and 9 injured in March last, and 5 killed and 15 injured in April, 1906. Three workers were burned to death in a factory fire in Montreal, Que., 1 was killed by machinery and 1 by the falling on him of a bag of seed. Ten of the minor accidents were due to burns, etc., received at a fire in a laundry in Montreal, Que.; 3 to falls, 3 to machinery and 1 each to falling material, live stock, and exposure.

Unskilled labour.—In this group there were 2 killed and 11 injured in April, 1907, as against 4 killed and 8 injured in March last and 1 killed and 11 injured in April, 1906. One of the deaths was caused by a cave-in of earth and 1 to an explosion of dynamite. Five of the injuries were due to falling material, 3 to machinery, 1 to being run over by a train, 1 to being caught between two waggons and 1 to a fall.

TRADE DISPUTES DURING THE MONTH OF APRIL.

THERE was a large increase in the number of industrial disputes during the month of April compared with those of the previous month, but with few exceptions they either were of short duration or involved a small number of employees. The most serious effect on general industrial conditions was caused by the cessation of work by coal miners in Alberta and British Columbia, owing to the failure to reach an agreement with the mine owners, and an apparent misapprehension of the new Industrial Disputes Investigation Act.

In Vancouver, building operations were impeded by a general strike of carpenters, and a strike of cab drivers took place in Toronto, Ont., which extended to all the livery establishments there.

Analysis of Trade Disputes during the Month.

Numbers and Magnitude.—The total number of disputes reported to have been in existence in Canada during April was 36, compared with 14 in March and 21 in April, 1906. There were 230 firms and about 8,998 employees affected by the trade disputes during the month. Of these 219 firms, and 8,554 employees were involved in the new disputes of the month.

Loss of Time in Working Days.—The loss of time in working days to employees through trade disputes during April was approximately 89,150, compared with 10,756 in March and 28,950 in April, 1906.

Trades Affected by New Disputes.—The following table shows the trades affected by new disputes during the month, and the number of workers affected in each group of trades:—

Trades.	No. of Disputes.	No. of Workers.
Mining	4	4,600
Building Trades	10	1,426
Metal Trades	2	49
Woodworking Trades	1	200
Clothing Trades	2	96
Leather Trades	2	56
Transport	3	288
Miscellaneous	1	75
Unskilled	3	1,855
Total	28	8,645

Localities affected by new disputes.—The new disputes of the month occured in the following provinces of the Dominion:—

Province.	No. of Disputes.
New Brunswick	1
Nova Scotia	1
Quebec	5
Ontario	15
Alberta	1
British Columbia	5
Total	28

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages	11
For higher wages and shorter hours	4
For Shorter hours	1
Against employment of particular persons	3
For recognition of union	1
For higher wages and closed shops	2
For higher wages, shorter hours and other changes	1
For higher wages, shorter hours and closed shops	1
Against discharge of employees	2
For higher wages and recognition of Union	2
Total	28

Methods of settlement.—Of the 36 trade disputes in existence during April, 17 were terminated in the course of the month, leaving 19 still unsettled. Of the disputes that were terminated, 8 were settled by negotiations between the parties concerned, in 5 cases the places of the strikers were filled, and in the four remaining cases work was resumed on the old conditions.

Results of disputes.—The employers were successful in 8 out of the 17 disputes that were terminated. In three cases the employees were successful, and compromises were effected in 5 disputes. One strike had no definite result, the strikers returning to work as soon as they were aware that they were violating the new Industrial Disputes Investigation law.

Disputes which Commenced Prior to the Beginning of the Month.

The disputes in existence at the beginning of April were strikes of carpenters at Sorel, Que.; boilermakers, shipwrights and ship labourers at Victoria, B. C.; garment workers at Toronto, Ont., and leather workers at Gananoque, Ont., and a lock-out of copper miners at Van Anda, B. C.

Strike of Carpenters at Sorel, Que.

On March 27th, a strike of carpenters and joiners employed by the Richelieu and Ontario Navigation Company took place at Sorel, Que. According to information received from the Company, the cause of the dispute was a demand for an increase in wages and for recognition of the Carpenters' Union. In October last an increase of wages was granted to carpenters and joiners by the Company upon their request. About the end of January a system of shop supervision was inaugurated, and the men made a petition for the removal of this supervision, and for an increase of 15 per cent. in their wages. The Company pointed out that the supervision was necessary in the interest of the men as well as of the Company, and said that anyone who felt he was entitled to an increase might apply for the same through the foreman, and that the individual cases would receive consideration. A Committee was then named by the men, with full power to act, which met the mechanical superintendent and general foreman of the Company. On January 30th an agreement was signed to the effect that the workmen would return to work, and would receive an increase in wages according to their individual merit as recommended by the general foreman. The Company claimed that a large number of increases was granted after signing this agreement. About this time the organization of an active trade union was effected amongst the employees of the Company, and practically all of the carpenters and joiners became members of it. The Union then demanded a general increase in wages of 15 per cent., time and a half for overtime, double time for Sunday work, and the privilege of a representative visiting shops, ship-yards, boats, etc. The Company replied that they then had an agreement signed by a Committee representing the men which was being lived up to by the Company, and the Company refused to deal with the Union. On March 27th, the carpenters and joiners without notice failed to report for duty. On April 6th the striking employees were notified that any men on strike who failed to report for duty on Monday, April 8th, would no longer be considered employees of the Company, and must immediately remove any tools left in the Company's possession.

The strike did not affect the other employees of the Company. It is claimed that on April 8th, 292 men were working for the Company at Sorel. The strikers claimed that in January the Company only granted a slight increase in wages to a small number of their employees, and that an inquiry into their claims was promised, but had not taken place. It was further alleged by the men that certain of their number, who had gone to Montreal on a delegation to present their demands to the superior officers of the Company there, had been discharged on their return to Sorel. The strikers demanded that these men be taken back.

No settlement of this dispute was reported during the month.

Disputes of Copper Miners at Van Anda, B.C.

A report was received from a committee of copper miners at Van Anda, B. C., declaring that the Marble Bay mines at that place had been paying a scale of wages below the rate prevailing elsewhere in British Columbia. The miners presented the British Columbia scale to the Company in March, giving them 15 days in which to comply. They claimed that on March 25th they were locked out, the management discharging all their men except 9 involved in the dispute. These latter were then called out by the Miners' Union. No settlement of the dispute was reported during the month.

A communication with reference to this dispute was received from the manager of the mines dated April 14, in

which he said: "The Western Federation of Miners have called out the miners working in this mine because the Company refused to comply with the Union's demand to abolish machine rock drill helpers, etc., and grant demand for increased pay. Prior to the interference by the Union, the employees were perfectly satisfied."

Shipyard Strike at Victoria, B. C.

A strike of boilermakers, shipwrights, and ship labourers, Victoria, B. C., which began last November, continued through the month.

No change in the situation with regard to the dispute was reported to have taken place. Some of the strikers were reported to have secured work elsewhere, and the places of some had been filled by the establishments affected.

With regard to a strike of *Garment workers* employed by the Flett-Lowndes Company of Toronto, which began on November 22nd, conditions ceased to be affected, although no definite settlement was reached. The cause of the dispute was the refusal of the Company to discharge a non-Union man, the employees claiming that he was kept in violation of an agreement. The firm stated that there was no strike in existence, so far as they were concerned, and it was claimed by the Garment workers Union that the strike was still on, but the strikers had all secured work elsewhere.

A strike of *Metal Polishers* of Toronto which began on November 23rd was practically terminated during the month, as only six strikers out of a total of 50 then remained out of work and the employers claimed that they were no longer affected. The cause of the dispute was a demand for a minimum wage of 27½c. for polishers--an increase of 2½ cents per hour. About seven firms were originally affected by the dispute, but settlements had been reached with three of them, leaving only four involved. The following particulars of this dispute were received from the Secretary of the Metal Polishers' Union. The strike at first involved about 35 polishers, buffers, and platers. A few weeks later they were joined by 15 or 20 chandelier workers, who refused to work with non-Unionists. On December 21st a settlement was reached with the Keith & Fitzsimmons Company, which reduced the number of strikers about 10 or 12 men. In the first half of January a settlement was reached with the firm of Orr & Creswell, and on January 23rd with the Toronto Brass Company. The rest of the chandelier workers secured employment at about the same time with a new Company. Most of the other strikers were gradually placed in other situations where they were receiving the desired rate of wages. The four shops where the strike was still on had secured a few non-Unionists to replace those who had gone out.

New Disputes.

An account of the principal new disputes of the month is given below.

Strike of Labourers at Hamilton, Ont.

On April 12th, labourers employed by the Hamilton Steel and Iron Company, Limited, declared a strike and remained out for four days. According to a report received from the Company the men had asked for an increase of 10 per cent. in their wages, which was granted them. Then they further demanded 15 per cent. increase which was refused. The men returned to work at the increase of 10 per cent., withdrawing their second demand. The original pay was 15 cents per hour, which was increased to 16½ cents. About 200 men were directly affected by the dispute, and according to the Company 1,200 were indirectly affected.

Strike of Civic Labourers at Quebec.

On April 29th from 50 to 60 labourers employed by the Civic Road Department of Quebec declared a strike with the object of obtaining an increase in wages from $1.25 to $1.50 per day.

No settlement of this dispute took place during the month.

Dispute of Cab Drivers at Toronto, Ont.

During the month of April a draft agreement was submitted to all the

livery keepers of Toronto by the local Union of the Carriage and Cab Drivers, with a request that the employers should give an answer to the Union by April 27th. The following is the text of this agreement:—

CLAUSE 1. That on and after the above date the minimum rate of wages for Carriage and Cab Drivers.....shall be $12.00 per week of six days. Eleven hours in twelve to constitute one day, with one hour off as near the usual meal time as possible, and that all time over and above said time shall be paid at the rate of 25 cents per hour.

CLAUSE 2. That none but members of the International Brotherhood of Teamsters shall be employed by the above named firm, or those willing to become members at the next regular meeting of said local.

CLAUSE 3. That in case of any difficulty or dispute arising between the parties hereto, such differences shall be considered by the grievance committee of said local union and representatives of the firm; they failing to agree, the matter in dispute shall on the request of either party be submitted to an arbitration committee composed of six persons, three to be appointed by each of the parties to this agreement. A decision of the majority of these parties on committee shall be binding on both parties. Pending such decision there shall be no cessation of work by strike or lockout, at the instigation of parties to this dispute.

CLAUSE 4. This agreement to remain on full force for one year from above date.

Upon the receipt of this request, the employers held a meeting, as the result of which the men were locked out on April 20, about 250 drivers, employed by about 36 firms being affected. No settlement of the dispute took place during the month.

Strike of Carters at Quebec.

On April 29th about 30 carters employed by the Quebec Civic Corporation declared a strike, with the object of obtaining an increase in wages from $2.00 to $2.50 per day.

No settlement of the dispute took place during the month.

Strike of Deckhands at New Westminster, B. C.

On April 9th eight deckhands employed by the Western Steamboat Co., at New Westminster, B. C., declared a strike on account of the refusal of the Company to grant a demand for an increase in wages from $40.00 to $45.00 per month, including board. On April 11th the employees returned to work, an increase in wages having been granted.

Strike of Harness makers at Toronto, Ont.

A strike of harness makers employed by Messrs Geo. A. Rudd & Co., took place at Toronto, Ont., according to a report received from the Secretary of the Leather Workers' Union 32 men were directly and 5 indirectly affected by the dispute. It was stated that during April a demand was made upon the firm for an increase in wages amounting to 15 per cent. The firm refused to meet a committee of the men and on Saturday, April 13th, discharged the chairman of this committee. A second committee was then appointed for the purpose of demanding the re-instatement of the discharged employee. The firm still refusing to meet the committee, the men were called out on Monday, April 15th. On the following day the employers agreed to reinstate the chairman of the first committee, and to confer with the men on the subject of an increase of wages. Work was resumed on Wednesday, April 17th, pending the settlement of the demand for higher wages.

Strike of Carpenters at St. John, N. B.

On April 6th a strike of carpenters took place at St. John, N. B. A report received from the Secretary of the Carpenters' Union stated that 30 men employed by two firms were affected by the dispute. The cause was the refusal of these firms to comply with a demand for an increase in wages, and to refrain from hiring Union and Non-Union men to work on the same jobs.

DEPARTMENT OF LABOUR, CANADA
STATISTICAL TABLE, SERIES C., No. 76.

TABLE OF TRADE DISPUTES DURING THE MONTH OF APRIL.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly	Indirectly	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Copper miners	Van Anda, B.C.	Co. refused to sign a scale of wages presented by men.	1	.....	50	.....	.....	.....	Mar. 25	.....	No settlement reported at end of month.
Building Trades—											
Carpenters	Sorel, Que.	For increase in wages and recognition of union	1	.....	110	.....	.....	.....	Mar. 27	.....	No settlement reported at end of month.
Metal Trades—											
Boilermakers	Victoria, B. C.	Demand for 8-hour day with current 9-hour scale	3	.....	34	.....	40	.....	Nov. 19	.....	No settlement reported at end of month.
Shipwrights	Victoria, B. C.	Against employment of certain persons	1	.....	40	.....	.....	.....	" 28	.....	No settlement reported at end of month.
Ship Labourers	Victoria, B. C.	Against discharge of certain persons	1	.....	34	.....	.....	.....	" 27	.....	No settlement reported at end of month.
Metal polishers	Toronto, Ont.	Demand for increased wages	3	.....	40	.....	.....	.....	" 24	.....	Nearly all strikers secured work elsewhere.
Clothing Trades—											
Garment Workers	Toronto, Ont.	Refusal of Company to maintain a closed shop	1	.....	80	.....	.....	.....	" 24	.....	No settlement reported but Co., claimed not to be affected and all strikers secured work elsewhere.
Leather Trades—											
Leather Workers	Gananoque, Ont.	Against discharge of an employee. Men claim Co. refused to sign new sched'le	1	.....	16	.....	.....	.....	Mar. 4	.....	No settlement reported at end of month.

Mining—												
Coal Miners	Near Morinville, Alta.	Demand for advance in wages	1		64				Apr.	13	Apr. 20	Agreement signed for six months.
Coal Miners	Alta. and B. C.	Failure to reach an agreement in wages and hours of labour	7		2820				Apr.	16		No settlement reported at end of month.
Quarry Workers	Graniteville, Que.	For recognition of union	4		16				"	8		No settlement reported at end of month.
Coal Miners	Springhill, N. S.	Refusal to work with non-unionists	1		1700				"	1	Apr. 8	Work resumed on strikers learning they were violating industrial disputes Investigation Act. Non-unionists afterwards joined the union.
Building Trades—												
Carpenters	Vancouver, B. C.	Demand for increase in wages from $3.50 to $4.50 per day	90		900				Apr.	1		No settlement reported at end of month.
Carpenters	Kingston, Ont.	Demand for increase of wages from $2.50 to $2.80 per day, and a day of 8 instead of 9 hours	16		71				"	1	Apr. 4	Two year agreement signed at $2.50 for 8-hour day.
Painters	Vancouver, B. C.	Demand for increase in wages from 45 to 50 cents per hour and closed shop	12		140				"	4		Men's demands granted by all but 4 firms. Work resumed on April 8 by 106 men.
Painters	London, Ont.	Demand for increase in wages from 25 to 30 cents per hour	6		35				"	1		No settlement reported but three-quarters of strikers found other work almost immediately.
Marble Cutters	Toronto, Ont.	Against employment of a non-unionist	1		20				"	25		No settlement reported at end of month.
Building Labourers	Hamilton, Ont.	Demand for increase from 25 to 30 cents per hour for 8-hour day	15	10	60		100		"	11	Apr. 13	Compromise. Wages increased to 28½ cents per hour.
Carpenters	St. John, N. B.	Demand for increase in wages and employment of union labour	2		30				"	1		No settlement reported at end of month.
Painters	Port Arthur, Ont	Demand for higher wages and shorter hours							"	15	Apr. 22	Increase in wages of 2½ cents per hour for 10-hour day granted.
Carpenters	New Westminster, B. C.	Refusal to work more than 8-hours per day	1		10		10		"	3		Places of strikers were filled.
Plumbers	Toronto, Ont.	Against employment of non-unionists	1		50				"	13		No settlement reported at end of month.

TABLE OF TRADE DISPUTES DURING THE MONTH OF APRIL.—*Continued.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.		Date of termination.		Result.
					Directly.		Indirectly.						
			Directly.	Indirectly.	Males.	Females.	Males.	Females.					
Metal Trades—													
Machinists	Belleville, Ont	Demand for higher wages, shorter hours and other changes	1	.....	17	.....	12	.....	"	15	Apr.	22	Wages advanced 2 cents an hour, 59 hours a week, overtime to count time and a half.
Stove mounters	Brantford, Ont	Against discharge of employees	1	.....	20	.....	.....	.....	"	27	.....		No settlement reported at end of month.
Woodworking Trades—													
Picture Gilders and Framers	Toronto, Ont	Demand for increase of 15 per cent. in wages and a 9-hr. instead of a 10-hr. day	5	.....	200	.....	.....	.....	"	25	.....		No settlement reported at end of month.
Clothing Trades—													
Textile Workers	Chambly, Que	Demand for increase in wages	1	.....	80	.....	.....	.....	"	1	Apr.	10	Work resumed at old rates.
Tailors	Ottawa, Ont	For higher wages and recognition of union	1	.....	5	11	.....	.....	"	11	.....		No settlement reported but one striker returned to work and places of others were filled.
Leather Trades—													
Harness Makers	Peterborough, Ont	Demand for increase in wages and recognition of union	1	.....	19	.....	.....	.....	"	22	.....		No settlement reported at end of month.
Harness Makers	Toronto, Ont	Against discharge of an employee	1	.....	32	.....	5	.....	"	15	Apr.	17	Employee re-instated.

General Transport—													
Cab drivers	Toronto, Ont	Refusal of employers to sign an agreement providing for higher wages, shorter hours and employment of Union Labour only			250				Apr.	20			No settlement reported at end of month.
Carters	Quebec, Que	Demand for increase in wages from $2 to $2.50 per day	1		30				"	29			No settlement reported at end of month.
Deckhands	New Westminster,	Demand for increase in wages from $40 to $45 per month	1		8				"	9	Apr.	11	Increase in wages granted.
Miscellaneous Trades—													
Gas stokers	Montreal, Que	Demand for increase in wages	1		75				"	20			About half the the strikers returned at old rate. Places of others were filled.
Unskilled Labour—													
Civic Labourers	Quebec, Que	Demand for increase in wages	1		55				Apr.	29			No settlement reported at end of month.
Railway Labourers	Wentworth Co., O	Demand for increase in wages from $1.75 to $2.00 per day	1		300		100		"	23	Apr.	25	Work resumed at old rate by all but 40 who were discharged.
Laborers of Steel Co	Hamilton, Ont.	Demand for increase in wages	1		200		1200		"	12	"	16	Work resumed at rate previously offered by Company.

'Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention, moreover, is not made of disputes involving less than six employees, or less duration than 24 hours.

Strike of Leather Workers at Gananoque, Ontario.

A strike of harness makers which took place at Gananoque, Ont., on March 4th, continued throughout the month. According to the men the cause of the dispute was the refusal of the employers to sign a new schedule with increased wages, but according to the employer it was owing to the discharge of the foreman. According to the men there were 16 strikers, but according to the firm there were 25 involved in the dispute.

Strike of Harness Makers, at Peterboro, Ont.

On April 22nd a strike of harness makers employed by Messrs. B. F. Ackerman Son & Co. took place at Peterboro, Ontario. About 19 men were affected by the dispute. According to a report received from the firm, the men demanded an increase of 2 cents per hour per week of 59 hours, instead of 60.

The employers claim that they offered the men an extra hour and an advance in pay, which would increase their average weekly earnings from $9.60 to $10.40. Two men, however, were not granted the increase, as the employers did not consider them competent genuine harness makers, and the others stopped work in support of these two. As the busy season was over, and the firm considered that they still had a good staff on hand, they refused to treat with the strikers as a Union for the time being.

It was reported by the Trade Union involved that since the dispute began the firm had raised the wages of the non-Union men, and would only allow the strikers to return on condition that they leave the Union.

Strike of Labourers at Hamilton, Ont.

On April 23rd about 300 labourers employed in the construction of the Brantford and Hamilton Electric Railway took place in the township of Ancaster, Ontario.

The cause of the dispute was the refusal of the contractor to grant a demand for an increase in wages from $1.75 to $2.00 per day of ten hours. On April 25th the men returned to work at the former rate of wages with the exception of 40, who were discharged. According to the contractor, about 100 men were indirectly affected by the dispute.

Strike of Gilders and Picture Framers, Toronto.

On April 25th a strike of gilders and picture framers took place at Toronto, involving five firms and about 200 employees.

The cause of the dispute was a demand for a day of nine instead of ten hours, and an increase of 15 per cent. in wages.

No settlement of the dispute was reported during the month.

Strike of Plumbers at Toronto, Ont.

On April 13th a strike of plumbers took place at Toronto, Ont. This dispute was a renewal of a strike which had been terminated on March 25th, affecting the firm of Messrs. Mashinter & Company. The cause of the dispute was the alleged employment of non-Union men. On the settlement of the previous strike the firm had agreed to discharge the non-Unionists but the strikers claim that this had not been done. The Company stated that 50 men were directly affected by this dispute, and 8 indirectly.

Another report was to the effect that 35 were directly affected by the dispute.

It was stated by the Company that several meetings between their employees and Committees of the Trade Union had been held, but no result followed. It was further claimed by the Company that their men had no grievance with the firm, and were perfectly satisfied, but had been called out by the Union.

Strike of Machinists at Belleville.

A strike of Machinists employed by Messrs. Marsh & Henthorne took place at Belleville, Ont., during the month. According to a report received from the Company, seventeen men were directly affected by the dispute. No trade union was involved. On April 10th, the employees presented the following demands to the firm through a Committee of three:

1. That standard working time shall be fifty-nine hours per week, the hours of work to be between 7 a. m. and 6 p. m.

2. That time and one-half be paid for all overtime, overtime considered as time in excess of ten hours per day, Sundays and all legal holidays.

3. That Machinists (journeymen) shall receive a 25 per cent. increase in wages over the present scale paid.

4. That apprentices when out of their time, providing the firm still needs their services, shall receive no less than 22 cents per hour.

5. That the firm shall discontinue the hiring of handymen to do machinists or apprentices work.

6. That the firm shall discontinue the hiring of any more apprentices until the number is down to one apprentice to every five machinist.

An answer was demanded by April 13th when an increase of about 7 per cent. was offered. On April 15th, a general meeting was held, and an advance of nearly 10 per cent. or 2 cents per hour was agreed on. The other demand not being granted, the men stopped work, but returned on April 22nd when an agreement was reached by which the wages were advanced 2 cents per hour. A week of 59 hours was granted, and overtime was to be paid at the rate of time and a half. The other matters were left as they were before the dispute took place. A report received from the men simply stated that the strike began on April 16th and that on April 22nd an amicable arrangement was made, no further particulars being given by them.

Strike of Painters at London, Ont.

On April 1st, 35 painters employed by six firms declared a strike on account of the refusal of the employers to grant an increase in wages from 25 to 30 cents per hour.

No settlement of the dispute was reported during the month, but it was stated that three-fourths of the strikers began work on other jobs almost immediately after they went out.

Strike of Builders' Labourers at Hamilton, Ont.

On April 11th, a strike of builders' labourers took place at Hamilton, Ont. According to a report received from the Secretary of the Trade Union, about fifteen firms were directly affected, and ten indirectly. Sixty employees were directly affected and 100 indirectly by this dispute. The cause of the dispute was the demand of the men for an increase in wages from 25 cents to 30 cents per hour. The strike began on April 11th, and was terminated on the 13th, when a compromise was reached, and the rate of wages was fixed at 28½ cents per hour. Six or eight members of the Union, however, were still out of work at that date, and all the men with the exception of about 6 or 8 returned to work. In the month of March negotiations had been carried on between the Labourers' Union and the Builders Exchange with reference to the wages to be paid for the approaching season. The negotiations fell through, however, as the employers offered 27 cents per hour, while the men would not accept less than 28½ cents.

Strike of Carpenters at New Westminster, B. C.

On April 3rd, a strike of ten carpenters employed at the Sharpe Machine Works at New Westminster, B. C., took place on account of the refusal of the men to work more than eight hours per day, although they were offered extra pay for another hour's work.

About ten unskilled labourers were affected by the dispute. No settlement was reported during the month.

Strike of Carpenters at Kingston, Ont.

On April 1st, a strike of carpenters took place at Kingston, Ontario. According to a report from the Carpenters' Union, 71 men and 16 firms were affected by the dispute. The cause of the dispute was refusal of the employers to grant a demand for an eight hour day, and a minimum rate of wages of 35 cents per hour.

On April 4th, a compromise was reached, by which the men received 31¼

cents per hour, or $2.50 for a day of eight hours. Last year they had been receiving $2.50 for a nine hour day. An agreement was signed on these terms to last for two years from April 1st, 1907, until April 1st, 1909.

Strike of Marble Cutters at Toronto.

On April 25th, a strike of marble workers, employed by the J. G. Gibson Marble and Granite Company took place at Toronto, Ontario. According to a report received from the Company, 16 men were involved in the dispute. The cause of the strike was due to the employment by the firm of a man to cut inscriptions on monuments in the cemetery, without obtaining the consent of the Union. The men alleged that the firm had violated an agreement with their Union in employing a non-Unionist.

The employers claim that the man to whom objection was taken was employed only on outside work, and that they did not know whether he was a Union man or not.

No settlement of the dispute was reported during the month.

Strike of Painters at London, Ont.

On April 1st, a strike of 35 painters and paper hangers took place at London, Ontario, involving 35 men and 6 firms, all the establishments in this business being involved.

The cause of the dispute was the demand for an increase in wages from 25 to 30 cents per hour. Almost immediately after the strike was declared about three-quarters of the strikers began work on other jobs.

Strike of Quarry Workers at Graniteville, P. Q.

On April 8th, a strike of quarrymen took place at Graniteville, Quebec. According to a report received from one of the employers, 4 firms and 16 men were directly affected by the dispute. The cause of the dispute was the refusal of the employers to recognize the Quarrymen's Union, and to grant a demand for an eight hour day. Last year during he summer and autumn months a branch of the Quarrymen's Union was organized at Graniteville, but the employers informed the men that they had decided not to recognize the Union in any way, and that the men could continue to work on the same terms as were then prevailing, viz., $2.00 for a day of nine hours. The men were told that if any were not pleased they could call for their money, and be paid off. This they did on April 8th. During the month two of the firms affected succeeded in filling the places of the strikers.

No change in the situation was reported with regard to the other two establishments involved.

Dispute of Coal Miners in Alberta and British Columbia.

Towards the end of March a conference was held between representatives of mine owners of Alberta and Eastern British Columbia, and of District No. 18 United Mine Workers of America for the purpose of drawing up a new agreement to replace the ones which were about to expire. No settlement being reached at this Conference, application was made to the Department of Labour under The Industrial Disputes Investigation Act, 1907. Through an apparent misapprehension of the provisions of this Act, however, about 2,820 miners employed by seven Companies ceased work on April 16th, before the machinery of the Act could be put into operation. Work had not been resumed at the close of the month.*

Strike of Carpenters at Vancouver, B.C.

On April 1st a strike of carpenters took place at Vancouver, B. C. According to a report received from the Carpenters' Union, about 90 firms and 900 men were involved in the idspute. The cause of the dispute was the refusal of the employers to grant a demand for an increase of wages from $3.50 to $4.50 per day. No settlement was reported at the end of the month.

* An account of the action of the Department of Labour, with reference to this dispute, is given in a special article, "The Dispute in the Western Coal Mines," on another page.

Strike of Painters at Vancouver, B.C.

On April 1st a strike of 110 painters took place at Vancouver, B. C., on account of the refusal of the employers to grant an increase of from 40 to 50 cents per hour, with a closed shop.

According to a report from the correspondent of *The Labour Gazette*, shortly after, 30 more men stopped work. On April 8th 105 of the strikers returned to work, all the employers except four having acceded to their demands.

Strike of Carpenters at St. John, N.B.

On April 1st a strike of carpenters took place at St. John, N. B. According to a report received from the Carpenters' Union, the causes of the dispute were the refusal of two firms to grant a demand for an increase in wages, and the employment of non-Unionists. Thirty men were affected by this dispute. All the building contractors in St. John granted the demand of the Carpenters' Union, with the exception of one, which had never recognized this body.

Strike of Coal Miners at Springhill, N.S.

On April 1st, 1,700 miners employed by the Cumberland Coal Company at Springhill, N. S., declared a strike on account of their objection to working with non-Unionists. On ascertaining that their action in going out was a violation of the new Industrial Disputes Act, they resumed work on April 8. It was reported that all the non-Unionists subsequently became members of the Provincial Workmen's Association.*

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of April, and which have been reported to the Department.

* A further account of this dispute is given in a special article "Settlement of a Mining Dispute at Springhill, N. S." in the present number.

REPORTS OF DEPARTMENTS AND BUREAUS.

DOMINION REPORTS.

Foreign Trade and Treaties.

A report of the Department of Trade and Commerce for the fiscal year 1906, Part II, Trade of Foreign Countries and Treaties and Conventions, Ottawa, King's Printer, 1907, pages 304.

PART II of the Department of Trade and Commerce for 1906 contains the latest available statistics of foreign countries relating to their total imports and exports, and their commerce with Canada. The statistics are published for the purpose of pointing out trade openings in foreign countries. Other tables contain British and foreign currencies, and weights and measures, differing from those of Canada, with the Canadian equivalents. A table of distances on the principal trade routes of the world is also given. The final portion of this report contains the text of a number of recent treaties and conventions between Great Britain and other countries affecting Canada. Among these is a treaty of Commerce and Navigation between Great Britain and Japan, which provides in Article 19 that the Dominion of Canada as well as certain other colonies shall be included in the treaty, provided that notice to that effect is given to the Japanese Government within two years from the date of the treaty, concluded in 1894. By the Convention ratified on July 12, 1906, Canada is entitled to all the benefits of the Japanese Convention and tariff rates. The tariff rates of Japan to which Canada is entitled under this Convention are given in a table which also shows for every article the general tariff rates. The text of Conventions between Great Britain and Nicaragua and between Great Britain and Roumania is also given. In the case of the Convention with Nicaragua, the Government of Canada declines to become a party to it, under an Order in Council dated December 31st.

ONTARIO REPORT.

Ontario Agricultural College.

Thirty-second Annual Report of the Ontario Agricultural College and Experimental Farm, 1906; Toronto King's Printer, 1907; pages 240.

The annual report of the Ontario Agri-

cultural College states that the year 1906 was marked by steady progress in all Departments. The new Department of Forestry proved very successful; altogether a million seedlings were available for distribution. Applications were received for more trees than could be supplied. During the summer months about half a dozen students were employed in the Forestry Department, working regularly ten hours a day, and at the same time receiving instruction in forest nursery work. There were 667 students in attendance at the College, and also 290 at the Macdonald Institute. In addition to these, 136 students from the Guelph Collegiate Institute received instruction in Domestic Science at the Macdonald Institute. There were 314 students attending the general course at the College, 235 attending the short courses in Stock and Seed judging, 74 taking the Dairy course, and 28 taking the short course in Poultry raising. The remaining 18 students took special subjects in the general course. At the Macdonald Institute 208 students took domestic science, 71 nature study and 11 manual training. This report contains the results of the research work carried on at the College. Among the subjects of investigation were the value of breakfast foods, cattle foods, butter making and cheese making.

NEW BRUNSWICK REPORT

Agriculture in New Brunswick.

Report of the Department of Agriculture of the Province of New Brunswick for the year 1906. Fredericton, N. B., 1907; pages 316.

According to the report of the Department of Agriculture, New Brunswick, the year 1906 was a very prosperous one for the farmers of that Province. Practically every farm product was in great demand, and new markets are continually opening up. During the last two or three years there has been a great increase in the quantity of potatoes shipped to Montreal and Toronto. The yield of wheat compared very favourably with that reported from other parts of Canada, one county having an average production of 17.8 bushels per acre, and another a production of 22.4 bushels. The increase in the total acreage under wheat was 140 acres, while the increase in production was about 2,000 bushels. The principal crop of the Province is oats, of which there are more than 5,695,580 bushels at a value of $2,278,232. The principal root crop is potatoes, of which the yield was 5,352,972 bushels taken from 39,613 acres. The total value of this crop amounted to $2,141,588.80. The next principal root crop was turnips, of which there were produced 2,780,932 bushels grown on 5,588 acres. Very few turnips, however, were sold, the majority being used for feeding purposes.

BRITISH REPORTS.

Statistics of the British Empire.

Statistical Abstract for the British Empire in each year from 1891 to 1905, third number; London, Wyman and Sons, 1907, price 1s.; pages 230.

The third number of the Statistical Abstract of the British Empire contains the following tables which were not published in the previous numbers:

Tonnage of vessels built in various parts of the Empire from 1901–1905; production of silver, copper and tin in each year from 1891–1905; the consumption of spirts and wine in the principal parts of the Empire in each year from 1891–1905; various additional articles such as lard, vegetables, coffee, cocoa, cotton, etc., have been added to the list of imports into the United Kingdom from the British Colonies and possessions in each year from 1891–1905, and various articles such as ale, biscuits, confectionery, tobacco, soap, paper and copper have been added to the list of exports from the United Kingdom to British Colonies and possessions during the same period.

The report also contains statistics for the following subjects included in previous volumes: The area and population of the British Empire, the total foreign and inter-imperial trade from 1891-1905, the shipping of the British Empire, the production of staple articles within the Empire, and the consumption of staple articles within the Empire, the area and population, imports and exports of British protectorates.

Labour Laws for Women in France and Germany.

Labour laws for women in France, pages 12; price 1½d. Labour laws for women in Germany, pages 15; price 1½d. Women's Industrial Council, 7 John Street, Adelphi, London, W. C.

Two valuable reports have been recently published by the Women's Industrial Council of London, England, dealing with the labour laws for women in France and in Germany. In France it is shown that in 1840 an appeal was made by M. Villerme for the reform and amelioration of the condition of factory workers, and in the following year an Act was passed restricting the employment of children under twelve to eight hours a day, and of children under sixteen to 12 hours. In 1874 women and children were prohibited from being employed in mines and quarries, the employment of children was further limited, and a system of inspection was established. In 1892 all industrial establishments were placed under Government Inspection, with the exception of work shops where the members of one family were employed. As a result of this Act, many textile factories introduced the system of relays in order to keep the factories working full time. In 1900 the relay system was abolished by a provision for a ten hour day in all places where men, women and children were employed together. In 1906, the limitation of the hours of labour was extended to shops and offices. The report on the laws of Germany states that the factory law of this country forms a part of the industrial code of the Empire, which applies as a whole to all trades and industries. The factory legislation began in Prussia in 1839, when children under nine were forbidden to be employed in mines and factories. From time to time laws have been passed improving the condition of women and children in factories. The enforcement of the factory laws and regulations is in the hands of factory inspectors, who number over 350.

The appendix to the report contains a summary of the working people's Insurance law in Germany, and a small list of books on German factory legislation.

AUSTRALIAN REPORT.

Labour Conditions in New South Wales.

First annual report of the Director of Labour, State Labour Bureau, New South Wales, for the year ending 30th June, 1906, together with appendices; Sydney, New South Wales, Government Printer, 1906, pages 61; price 2s. 3d.

The first annual report of the Director of Labour for New South Wales contains an account of the work of the State Labour Bureau, which superseded the Board of Labour Commissioners on November 1st, 1905. The functions of the new State Labour Bureau include a free Registry Office in Sydney, with 43 branch offices in other parts of the State, for the benefit of persons seeking employment or desiring help; the issuing of railway and steamship fares on credit to unemployed people who have to go to a distance to find work, and the sale on credit to these people of rabbit traps, tents and blankets on a guarantee of repayment by easy instalments; the maintenance of industrial farms where people who are out of work are given lodging and food on a small money allowance for three months in exchange for labour at anything they are set to do; the collection and publishing of information concerning labour conditions in New South Wales; and a further course of instruction for city lads over fourteen in farming, after the completion of which course, efforts are made to procure situations on farms for the boys who still wish to continue this work. It is claimed as a significant result of the work of the Labour Bureau that during the last two years all efforts to raise any large demonstration of unemployed have failed, although in previous years it has been the custom for large numbers of unemployed to assemble at the opening of each Session of Parliament.

UNITED STATES REPORT.

Conciliation and Arbitration.

Annual report of the State Board of Conciliation and Arbitration of Massachussetts, for the year ending December 31st, 1906. Boston State Printers, 1907; pages 276.

In the twenty-first annual report of the Massachusetts State Board of Conciliation and Arbitration, it is claimed

that the work of the Board indicates that the workmen and employers in increasing numbers are disposed to adjust their differences in peaceable ways. Strikes have diminished, and the service of the Board has been more generally sought. In 1906 the Board has been appealed to as arbitrator in 93 cases of dispute, of which three were pending at the end of the year. Awards were rendered in 80 cases, of which two were submitted in 1905.

The appendix to this report contains an account of the Federal and State legislation relating to arbitration and conciliation in industrial disputes. In 1886 state boards of arbitration were established in Massachusetts and New York. In 1888, a statute of the United States provided arbitration by temporary boards, when desired by railroads and their employees, and the President was authorized to appoint members of a temporary commission for investigation into the causes of disputes. In 1898 a new federal law was passed along the same lines as the previous law, but specifying more particularly the procedure to be adopted. At the present time 24 States in the Union provide for mediation in the settlement of industrial disputes. Of these States, 19 have established permanent Boards of Conciliation and Arbitration. In Maryland and Washington, the Chief of the Labour Bureau is appointed arbitrator. In 11 States temporary local Boards are authorized in addition to the permanent tribunals. Four other States provide for mediation by other bodies.

Labour Statistics of the State of Washington.

Fifth Biennal Report of the Bureau of Labour Statistics of Factory Inspection, 1905-06; Olympia, Washington, Public Printer 1906, pages 430.

The Report of the Bureau of Labour Statistics of Washington for 1905-6 contains a number of important recommendations to the Legislature. For the prevention of railroad accidents, it is recommended that there be provided a regular system for inspection for all locomotive boilers and machinery, that no person be employed as flagman on any railroad who cannot read, write and speak English, and that some legislative action be taken to prevent railway employees from working too long without intervals of rest.

It is suggested that the right of damages in the case of loss of life to employees be extended to parents, brothers and sisters directly dependent on them for support, as under the present law the right of damages is limited to the wife or children of the deceased.

For the mitigation of the evils of strikes and lockouts, a recommendation is made for the creation of a Board of Arbitration or Court of Inquiry, with all necessary power to investigate and determine the actual facts with reference to all labour difficulties in the State, and to give wide publicity to its conclusions, although these may not necessarily be binding upon either disputant.

Among the subjects treated in this report are the cost of living in Washington, statistics of organized labour, statistics of wage-earners, with reference to their wages and hours of labour, and the numbers employed in various establishments, the enforcement of the eight-hour law for public works, and of the ten-hour law for females. Accounts of the strikes and lockouts which occurred in the State, statistics of Manufacturers' and Labour Laws, and legal decisions affecting labour are given.

OTHER REPORTS RECEIVED.

Great Britain.—Statistical Abstract for the principal and other foreign countries in each year from 1894 to 1903-4

Statistical abstract for the several British Colonies, possessions and protectorates in each year from 1891 to 1905.

Miners' eight-hour day committee. First Report, parts II and III.

Canada.—Report of Minister of Public Works, Vol, I.

Fiscal year ended June 30, 1906.

Conditions existing at Sault Ste. Marie, Ont., with rules for the control of same, recommended by the International Waterways Commission.

Estimates of the Province of Ontario for the year ending 31st December, 1907.

Statement of the Temiskaming and Northern Ontario Railway, 1906.

Huron village sites, report by Andrew F. Hunter, M.A., being an appendix to the report of the Minister of Education for the year 1906.

Estimates of the revenue and expenditure of British Columbia for the fiscal year ending 30th June, 1908.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

QUEBEC CASES.

Damages for Loss of Husband.

PLAINTIFF brought action in the Superior Court at Montreal to recover $10,000 damages for the loss of her husband who was killed owing to injuries sustained by falling through a hatchway into the hold of the defendants' steamship, "Mount Royal." Plaintiff alleged that defendants were negligent in that they did not keep the deck of the vessel on which deceased was working properly lighted. Defendants contended that deceased was killed through his own carelessness ; that he disobeyed the warnings of his fellow workmen and the orders of those over him in going into a dangerous place unnecessarily; and, it being his duty to close the hatchways, the opening through which he fell was again the result of his own negligence.

The jury, after deliberation, held that the defendants were mainly responsible for the accident, but that deceased was to some extent to blame. They estimated the whole damages at $6,000, and deducted $1,000 as the proportion due for the negligence of deceased, giving damages to plaintiff to the extent of $5,000.

(Bourget v. Canadian Pacific Railway Company; 16th April, 1907; Charbonneau, J.)

Damages for Injuries.

Plaintiff, on the 29th September, 1904, was injured while engaged in the work of placing a gangway on board the steamship "Dunmore Head." The gangway was being hoisted by a winch, when it was swung violently around and knocked plaintiff into the hold, breaking his left leg in two places, fracturing his shoulder and causing severe internal injuries. Plaintiff was recently awarded damages to the extent of $1,000.

(Masson v. Ulster Steamship Co.; 30th March, 1907; Mathieu, J.)

Damages Due to Bursting of a Coffee Urn.

The Court of Appeals has recently affirmed the verdict and judgment in plaintiff's favour for $6,000 for injuries sustained by him in the course of his employment as a waiter on one of defendants' steamers owing to too great pressure being used in connection with an urn which was connected directly with the boilers of the steamer.†

(Dorman v. R. & O. Nav. Co.; 23rd April, 1907; Court of Appeals.)

Damages for Death of City Fireman.

In the case noted at page 698 of the December number of the *Labour Gazette*, the Court of Appeals has recently dismissed an appeal from the judgment at the trial awarding damages to the father of one of the firemen in the employ of the City of Montreal for his death, which was caused, as was found, by the use of faulty apparatus to enable him to descend from the upper floor of the fire station to his post of duty on the occasion of an alarm being turned in.

(Enright v. City of Montreal; 23rd April, 1907; Court of Appeals.)

Striker Fined for Intimidation.

As a result of certain differences between the Montreal Light, Heat and Power Co. and its gas works employees, Simon Oranski was condemned by Police Magistrate Lafontaine in the amount of $1 and costs (in all $10) for assaulting John Boursloi, one of the workmen who refused to join in a strike, while the latter was on the way to his home. In addition, the Magistrate informed Oranski that if he or others came up again for a like offence, they would not be shown so much consideration.

(Rex v. Oranski; 25th April, 1907; Lafontaine, P. M.)

ONTARIO CASES.

Alien Labour Law Convictions.

In the case noted at page 821 of the January number of *The Labour Gazette*,

† A notice of the original judgment will be found at page 214 of the August, 1906, number of the *Labour Gazette*.

having reference to the fining of the Corby Distillery Company, appeals were taken from the Convicting Magistrate to the County Court Judge to quash the convictions, and judgment has recently been given quashing ten out of eleven convictions.

The conviction which was sustained was that in regard to the hiring of one Hiett, a mill-wright. Defendants procured one of their employees, Cohen, to secure the services of Hiett, who lived at Peoria, Illinois, U. S. A., and as the result of telegrams passing between Cohen and Hiett, the latter came to Corbyville and went to work for defendants. He was paid the wages he asked and his expenses. The County Court Judge held that this was plainly a violation of the Act, and that the appeal must be dismissed.

With regard to two other cases, it was found by the Magistrate that of the workmen concerned both were engaged in Canada. After they had been engaged, and some time after they had commenced work, they represented to the defendants that it was customary in such cases for employers in this business to pay travelling expenses. The defendants did so, not as an obligation, but simply as a gratuity. The judge found that the two men, who were aliens, did not come into Canada with an understanding or promise that their travelling expenses should be paid, and consequently that the payment of these expenses did not constitute an offence within the meaning of the Act, and the convictions, so far as they were concerned, should be quashed.

With regard to the remaining convictions appealed against, the facts concerning the employment of the men concerned were as follows: The Ansonia Copper and Brass Co., whose head quarters is at Cincinnati, Ohio, had entered into a contract with the defendants to install a new plant for them, the work consisting of extensive and intricate coppersmiths' work of a new kind. The Ansonia Company was to furnish all the materials and perform all the work. There was no provision as to where this Company was to secure workmen. In fact, the matter was not mentioned. The Ansonia Company at different times sent on men who were in their general employ to do the coppersmith work. At the request and for the accommodation of the Copper Co., the defendants, after these men had arrived and commenced work, paid their travelling expenses and also their board while working on the job, but such sums of money so paid out by the defendants were charged against the Ansonia Company upon their contract. The Police Magistrate held that the Ansonia Company were the agents of the defendants to employ these men to do their work. The County Judge held that there was nothing in the evidence to justify such a finding, the men being employed by the Ansonia Company and paid by them. He also held that there was no legal restriction against entering into a contract with a foreign company, and that it was no concern of the parties here as to where such foreign contractor obtains his workmen. If the foreign contractor violates the Act, the remedy is to bring such men before a magistrate, and, if a breach of the law is proved, to deport them. The learned Judge further founded himself on the fact that the skilled labour necessary to carry out the work being done by the Ansonia Co. could not, for various reasons, have been obtained anywhere in Canada, and so the cases were on that ground outside the Act. He therefore quashed the eight convictions of the defendants so far as the coppersmiths were concerned.

(Rex v. Corby Distillery Co.; 30th March, 1907; Fralick, Co. J.)

Conspiracy by Trades Union to Injure Trade of Employer.

In the important case of the Metallic Roofing Co. of Canada vs. Local Union No. 30 of the Amalgamated Sheet Metal Workers, International Association, relating to the funds of the incorporated unions, which has been dealt with in full from time to time in *The Labour Gazette*‡ the Court of Appeal for Ontario has affirmed the judgment of the Divisional Court, which held that the withdrawal of the men in the midst of their work by the combined action of defendants was oppressive and unfair to plaintiffs, and

‡ See Vol. VI, pp. 116, 228, 598, 692 and 1392.

that there was in effect a boycotting of plaintiffs' goods, and that the loss which resulted to plaintiffs was not overestimated at $7,500.

(Metallic Roofing Co. v. Jose; 22nd April, 1907; Court of Appeal.)

Action Directed against Wrong Party.

Plaintiffs, the parents of a boy who was killed by an electric shock at the Grand Opera House at Hamilton while operating a calcium lamp, sued to recover damages for his death, and at the trial recovered a verdict for $800. Defendants appealed to a Divisional Court. Defendants are the owners of the theatre. The boy was hired by the "Wizard of Oz" Co., who were playing at the house, to operate the calcium lights. The playing company had what is called a sharing contract with the defendants under which they divided gross receipts. Defendants contended that if anyone was liable, it was the playing company. Plaintiffs contended that defendants were liable for defects upon the premises. The Court, in allowing the appeal and dismissing the action, held that the operator had a right to expect that his employers, the company, would furnish him with a safe and suitable lamp, and that all the appliances therewith should be such as to ensure his reasonable safety, but this kind of obligation was not to be stretched to the case of the owners of the theatre, against whom the action failed.

(Bradd v. Whitney; 5th April, 1907; Divisional Court.)

Accident Due to Want of a Guard.

A Divisional Court recently affirmed a judgment at the trial whereby plaintiff was awarded $900.00 damages. The action was for damages for injuries sustained by the plaintiff while in the employ of the defendants at their works at Hamilton in September, 1906. The plaintiff, while making boxes, had three fingers of his left hand taken off by a rip saw, which he alleged was not properly guarded.

(Deeley v. Canadian Westinghouse Co.; 16th April, 1707; Divisionsl Court.)

Mechanic's Lien Act does not Apply to Dominion Railways.

The Court of Appeal has affirmed the judgment of a Divisional Court, noted at page 819 of the January number of the *Labour Gazette*, whereby it was held that Provincial Legislation of the nature of a Mechanic's Lien Act could not affect a Railway created by Federal Statute and which had been thereby declared to be a work for the general advantage of Canada.

(Crawford v. Tilden; 22nd April, 1907; Court of Appeal.)

Wrongful Dismissal.

Plaintiff, a machinist of St. Thomas, entered into an agreement in June, 1906, with the defendant, a manufacturer of Tilsonburg, to perform the duties of chief machinist in the engine works of defendant at a salary of $677.00 per annum and a portion of the profits of the business. Plaintiff continued to work for defendant until October, 1906, when, as he alleged, he was dismissed without notice. He thereupon brought an action to recover $200.00 damages for wrongful dismissal. Defendant set up that he had the right to dismiss plaintiff at any time, and that plaintiff refused to obey orders and was incompetent. At the trial the Judge of the County Court of Elgin adopted defendant's contentions and dismissed the action, but on an appeal a Divisional Court reversed this decision and, holding that plaintiff could not be dismissed without reasonable notice, gave judgment in his favour for $150.00 and costs.

(Gould v. McRae; 30th March, 1907; Divisional Court.)

Striker fined for calling non-striker a "Scab".

Sanford Blake, a striking cabman, was fined at Toronto, $10.00 and costs for shouting "scab" at Robert Hurst, a licensed cab driver in the employ of Patrick Maher, as he was driving in a funeral.

(Rex v. Blake; 23rd April, 1907; Denison, P. M.)

BRITISH COLUMBIA CASE.

Damages due to Defective Ladder.

Plaintiff was an employee of defendant company, and on July 4, while engaged in work assigned to him by the company's foreman, was instructed to re-

move a trolley wire suspended from a pole on a portion of the railway line. He was given a short ladder to suspend by means of a rope from a cross-arm between two poles. While at work on the ladder the rung to which the rope was attached broke and plaintiff fell twenty-two feet to the track below, sustaining injuries on account of which he sued. The trial judge found an entire absence of negligence on the part of plaintiff. He also found that the ladder used by the plaintiff was defective, and that the defendant company was bound to see that this ladder for this particular work was free from defects. In the result, damages to the extent of $2,000, were awarded to the plaintiff.

(Delisle v. British Columbia Electric R'y Co.; 6th April, 1907; Morrison, J.)

Action Under Alien Labour Act.

In November last, defendants, whose head offices are at Bradford, Pa., U.S.A., imported about fifteen labourers from Bradford and put them to work in their mill at Revelstoke. In order to give these men work, it was alleged that fifteen Canadians were dismissed. Plaintiff was one of those dismissed, and took proceedings under the Alien Labour Act to recover penalties.

During the month of February judgment was rendered by the Court condemning defendants to pay plaintiff the sum of $200. Although the defendant company is an extra-provincial one, with headquarters in the United States, the presiding judge held that an advertisement offering aliens work in British Columbia, with the additional encouragement of prepaying transportation and providing the aliens with a lunch basket, was a "contract" within the meaning of the Alien Labour Act, and therefore a violation both of its spirit and letter. The extreme penalty is $1,000, but the judge took the view that the defendants were ignorant of the sweeping nature of the Act and imposed a lesser penalty.

(Nicol v. Munday Lumber Co.; 23rd February, 1907; Morrison, J.)

ENGLISH CASES.

What is a "Workman" Within Employers' Liability Act?

Plaintiff, a motor omnibus driver, in the employ of the defendants, had his wrist fractured by the starting handle of a motor omnibus flying back when he was attempting to start the engine.

In an action for damages for personal injuries brought by the plaintiff against his employers, the defendants, evidence was given that plaintiff was employed as a driver, and that it was part of his business to start the omnibus by means of the starting handle. In addition to this he was provided with a number of spanners and other small tools, and he was expected to repair anything that went wrong so far as he was able to do so. At the trial the judge held that this was not sufficient evidence to leave to the jury as to whether plaintiff was a workman under the Act or not.

On appeal it was held that a driver of a motor omnibus, who is provided with spanners and other small tools for the purpose of repairing anything that goes wrong with the machinery of the omnibus while he is driving it, is a "workman" within the meaning of s. 10 of the Employers' and Workmen Act, 1875, and therefore comes within the Employers' Liability Act, 1880.

(Smith v. Associated Omnibus Co., Ltd. 15th March, 1907; Div'l. Court.)

Right to Terminate Engagement.

By an agreement made in August, 1903, the defendants agreed to employ the plaintiff for a period of five years as their works manager. The agreement contained no provision enabling the defendants to terminate the agreement before the end of the five years. Towards the end of 1905 the plaintiff became ill and was absent from work from time to time. In January, 1906, his illness became more serious, and, shortly afterwards he was medically examined and was told he must have complete rest for a considerable time and undergo special

treatment. It did not appear from the certificate of the doctor given at the time that the plaintiff would never be able to resume his work. As, by reason of his ill-health, the plaintiff continued to be absent from work, the defendants gave him notice in April , 1906, terminating the agreement. Subsequently they appointed one of their staff to act as works manager. By the middle of May, 1906, the plaintiff recovered and was fit for work. In an action brought by him for damages for breach of contract, it was held that he was entitled to recover, inasmuch as the circumstances were not such as to justify the defendants in thinking that the plaintiff would never be able to perform a substantial part of the unexpired period of the agreement.

* (Storey v. Fulham Steel Works Co.; 1st February, 1907; Channell, J.)

APPENDIX

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

DEPARTMENT OF LABOUR.
DIRECTORY OF LABOUR ORGANIZATIONS, 1907

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Owen Sound	Bricklayers' and Masons' Inter. Union, No. 11	Geo. A. Perkins	Box 561, Owen Sound, Ont.
"	Journeymen Stonecutters'	Robt. McEwen	Box 520, Owen Sound, Ont.
"	United Ass'n. of Plumbers, Gas and Steamfitters, No. 235	David Biggar	Owen Sound, Ont.
"	National Ass'n. of Marine Engineers, No. 10	James M. Wilson	cr. Owen Sound Iron Works, O. S., O.
"	Marine Firemen, Oilers and Water Tenders' Union, No. 555	Wm. Spaven	Owen Sound, Ont.
Palmerston	Order of Railway Conductors, No. 492	P. W. Cordingly	Palmerston, Ont.
"	Bro. of Loco. Engineers, Palmerston Div., No. 518	Jas. F. Drummond	Box 53, Palmerston, Ont.
"	Bro. of Loco. Firemen, Wellington Div., No. 181	Alex. Dunbar,	Box 48, Palmerston, Ont.
"	Bro. of R. Trainmen, Eureka Lodge, No. 39	R. J. Henderson	Palmerston, Ont.
Parry Sound	Grand Council of Canadian Ass'n. of Masters and Mates	W. Ireland	Parry Sound, Ont.
Pembroke	Journeymen Tailors' Union, No. 354	James Duncan	Pembroke, Ont.
"	Bro. of Maintenance of Way Employees, Pembroke Div., No. 221	A. Price	Pembroke, Ont.
Peterborough	Bricklayers' and Masons' Union, No. 17	W. Stevens	Box 611, Peterborough, Ont.
"	United Bro. of Carpenters and Joiners of A., No. 672	Geo. Sloan	Peterborough, Ont.
"	Amal. Society of Carpenters and Joiners, No.	A. Hope	Peterborough, Ont.
"	Bro. of Painters, Decorators and Paper Hangers, No. 1,070	Fred. Hortley	Peterborough, Ont.
"	Builders' Labourers' Inter. Union, No.	Wm. Curtis	215 Murray St., Peterborough, Ont.
"	Iron Moulders' Union of A., No. 191	John Robertson, Jr.	Box 916, Peterborough, Ont.
"	Inter. Ass'n. of Machinists, No. 286	Ed. J. Cookson	Box 252, Peterborough, Ont.
"	Sheet Metal Workers' Union, No. 194	E. Hensley	Peterborough, Ont.
"	Pattern Makers' League of N. A.	J. A. Sharp	Box 236, Peterborough, Ont.
"	Bro. of Maintenance of Way Employees, Peterborough, Div. 246	J. B. Naylor	89 Aylmer St., Peterborough, Ont.
"	Bro. of Maintenance of Way Employees, No. 211	Jas. O'Brien	Box 566, Peterborough, Ont.
"	Amal. Ass'n. Street Ry. Employees, Ho. 406	David Hamil	Peterborough, Ont.
"	Inter. Typo. Union, No. 248	John Perry	Box 730, Peterborough, Ont.
"	Journeymen Tailors' Union of A. No. 23	T. L. Anderson	Peterborough, Ont.
"	United Bro. of Leather Workers' No. 107	Hugh McWha	Box 80, Peterborough, Ont.
"	Musical Protective Ass'n., No. 191	J. A. Harper	Box 484, Peterborough, Ont.
"	Journeymen Barbers' Inter. Union, No. 402	H. Gainey	Peterborough, Ont.
Parry Harbour	Inter. Longshoremen's Union, No. 245	John Kelly	Parry Harbour, Ont.
Point Edward	Inter. Ass'n of Machinists, No. 271	Fred. J. Powell	Point Edward, Ont.
"	Inter. Longshoremen, No.490	Wm Barnes	Care. R.Bryant, sen.,Pt.Edward,Ont.
Port Arthur.	United Bro. of Carpenters and Joiners, No. 285	Peter Beaupre	Union Hotel, Port Arthur, Ont.
"	Bro. of Painters, Decorators and Paperhangers, No. 230	Wm. C. Tweed	Port Arthur, Ont.
"	Typo. Union, No. 539	C. E. Roberts	Box 47, Port Arthur, Ont.
"	Journeymen Stonecutters' Association	W. Reelie	Box 183, Port Arthur, Ont.
"	Journeymen Tailors' Union, No. 420	Geo. Eagan	Box 124, Port Arthur, Ont.
"	Bro. of Loco. Firemen, Silver Islet Lodge, No. 593	D. McLean	Box 458, Port Arthur, Ont.
"	Bro. of Railroad Trainmen, No. 626	C. Street	Port Arthur, Ont.

"	Bro. of Loco. Engineers, No. 631	G. McLeod	Port Arthur, Ont.
"	Order of R. R. Telegraphers	Jas. Ferguson	Box 345, Port Arthur, Ont.
"	Bro. of Maintenance of Way Employees, No. 172	G. E. Young	R. & B. Dept., C.N.R., Port Arthur.
Port Colborne,	United Bro. of Carpenters and Joiners of A., No. 1168	W. J. Schneider	Humberstone, Port Colborne, Ont.
"	Surface Rock and Sub-Marine Drill Workers' Union, No. 584	Wm. Blackhall	Port Colborne, Ont.
Port Dalhousie	Federal Labour Union, No. 11397	J. M. A. Waugh	Port Dalhousie, Ont...
Port Hope	Journeymen Tailors' Union of Am	D. Skitch	Port Hope, Ont.
Portsmouth	National Association of Fishermen and Gamesters	Melville Porter	Portsmouth, Ont.
Preston	Iron Moulders' Union of N. A., No. 314	Joe Jansen	Box 98, Preston, Ont.
"	Amal. Inter. Woodworkers' Union, No. 51	Ben. R. Baily	Preston, Ont.
"	Varnishers' and Polishers' Union A. F. of L., No. 8278	E. A. Roesgen	Preston, Ont.
"	Federal Labour Union	John Hoffman	Preston, Ont.
Prescott	Inter. Longshoremen's Union, No. 244	F. T. Barton	Prescott, Ont.
Ripley	Threshers' Pro. Ass'n., No. 2	John Robinson	Ripley, Ont.
Ramsay Station	Bro. of Maintenance of way Employees, Cartier, No. 237	H. Anderson	Ramsay Station, Chapleau, Ont.
St. Catharines	Bricklayers' and Masons' Union of Ontario, No. 4	C. G. Patey	Box 53, St. Catherines, Ont.
"	United Bro. of Carpenters and Joiners of A., No. 38	James Carty	Box 193, St. Catharines, Ont.
"	Bro. of Painters, Decorators and Paperhangers of A., No. 407	W. D. Outram	St. Catharines, Ont.
"	United Ass'n of Plumbers, Gas and Steamfitters, No. 244	P. O. Gorman	Box 732, St. Catharines, Ont.
"	Inter. Association of Machinists, No. 268	R. A. Russell	Box 406, St. Catharines, Ont.
"	Iron Moulders' Union, No. 385	Thomas Leaport	St. Catharines, Ont.
"	Metal Polishers,' Buffers, No. 97	Chas. Welby	Box 1007, St. Catharines, Ont.
"	Saw Workers' Union A. F. of L., Union, No. 10531	Almond Smail	St. Catharines, Ont.
"	Saw Smiths' Union, No. 12	Edwin T. Chase	Box 122, St. Catharines, Ont.
"	Harvest Tool Workers' Union, No. 10687	Harry Bliss	St. Catharines, Ont.
"	Harvest Tool Finishers 'Union, No. 10430	John Carlisle	St. Catharines, Ont.
"	Carriage and Wagon Workers' Union, No. 96	W. Alexander	Box 19, St. Catharines, Ont.
"	Inter. Typo. Union, No. 416	J. F. Williamson	Print Shop, St. Catharines, Ont.
"	Journeymen Tailors' Union, No. 235	Wm. G. Watson	Box 1017, St. Catharines, Ont.
"	Journeymen Bakers' and Confectioners' Inter., No. 127	N. Bradt	81 Niagara St., St Catharines, Ont.
"	Cigarmakers' Inter. Union, No. 140	Herbert Ball	Box 153, St. Catharines, Ont.
"	Int. Paper Makers' Union, No. 114	Wm. Clarke	St. Catharines, Ont.
"	Team Drivers' Int. Union, No. 588	Geo. Bryant	St. Catharines, Ont.
"	Barbers' Union, No. 1	Adam M. Hayes	St. Catharines, Ont.
"	Inter. Musical Pro. Ass'n	Geo. Rogers, jr	St. Catharines, Ont.
"	Retail Clerks' Inter. Pro. Ass'n,. No. 703	G. P. Ecclestone	St. Catharines, Ont.
"	United Brewery Workmen's Inter. Union, No. 305	Wellington Bradt	St. Catharines, Ont.
"	Labourers' Protective Union, No. 9030	Frank Haslem	Box 473, St. Catharines, Ont.
"	Canadian Association of Masters and Mates, No. 8	Capt. S. A. Junkin	St. Catharines, Ont.
St. Marys	Journeymen Tailors' Inter. Union, No. 340	Harry Wreford	St. Mary's, Ont.
"	Journeymen Stonecutters' Ass'n	John H. Brown	St. Mary's, Ont.
"	Quarrymen's Union A. F. of L., No. 10918	Chas. Smith	St. Mary's, Ont.
St. Thomas	Bricklayers' and Masons' Union, No. 8	Frank Stoner	Maple St., St. Thomas, Ont.
"	Inter. Association of Machinists, No. 294	Ed. J. Power	41 Forest Ave., St. Thomas, Ont.
"	Bro. of Boilermakers and I.S.B., No. 413	Chas. Surgent	14 Mead St., St. Thomas, Ont.
"	Inter. Typo. Union, No. 459	W. W. Stewart	Box 1116, St. Thomas, Ont.
"	Journeymen Tailors' Union of A., No. 141	A. Roberts	Box 719, St.Thomas, Ont.
"	Cigarmakers' Inter. Union, No. 420	O. J. Sauvé	Box 754, St. Thomas, Ont.
"	Order of R. Conductors Union, Div. No. 13	John Mackenzie	Box 557, St. Thomas, Ont.
"	Bro. of Loco. Engineers, Div. No. 661	Chas. Wilson	Box 285, St. Thomas, Ont.
"	Bro. of Loco. Engineers, Air Line Div., No. 529	John C. Bain	Box 1195, St. Thomas, Ont.
"	Bro. of Loco. Engineers, St. Thomas Div., No. 132	Eli Cowles	39 Locust St., St. Thomas, Ont.
"	Bro. of Loco. Firemen, Charity Lodge, No. 5	Andrew Stewart	Box 1273, St. Thomas, Ont.

DIRECTORY OF LABOUR ORGANIZASIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
"	Bro. of Trainmen, Unity Lodge, No. 47	T. G. Cortney	Box 838, St. Thomas, Ont.
"	Bro. of Ry. Carmen, No. 304	Sidney Cowlin	33 Hiawatha St., St. Thomas, Ont.
"	Bartenders' Inter. League, No. 348	Jas. S. McKanna	Grand Central Hotel, St. Thomas, O.
"	Journeymen Barbers' Inter. Union, No. 222	Edgar N. Compton	Box 1322, St. Thomas, Ont.
Shisler's Point	Quarry Stone Handlers' Union, No. 692	Wm. Holschuh	Shisler's Point, Ont.
Smithville	Threshers' Protective Association, No. 11	R. A. Wardell	Wilcox, Ont.
Sarnia	Bricklayers' and Masons', No. 23	Fred. Corrick	Box 83, Sarnia, Ont.
"	Bro. of Painters, Decorators and Paper Hangers of N. A., No. 422	Geo. H. Weston	Sarnia, Ont.
"	United Bro. of Carpenters and Joiners of A., No. 1301	W. F. Phillips	Box 371, Sarnia, Ont.
"	Iron Moulders' Union, No. 413	Geo. R. Scull	Sarnia, Ont.
"	Journeymen Tailors' Union of A., No. 241	Chas. Reeve	Box 385, Sarnia, Ont.
"	Journeymen Barbers' Inter. Union, No. 467	Isaac Binley	Sarnia, Ont.
"	Team Drivers' Inter. Union, No. 84	Geo. Wilkinson	Sarnia, Ont.
"	Order of R. Conductors, Frontier Div., No. 189	H. Bell	Tunnel P. O., Sarnia, Ont.
"	Bro. of Loco. Engineers, No. 240	Wm. Adams	Sarnia, Ont.
"	Bro. of Loco. Firemen, Huron Lodge, No. 221	Edward Blake	410 S. Christena St., Sarnia, Ont.
"	Bro. of R. Trainmen, Circle Lodge, No. 227	B. Young	Lock Box 429, Sarnia, Ont.
"	Bro. of Ry. Carmen, No. 179	Jas. Morrison	Sarnia, Ont.
"	Marine Firemen, Oilers and Water Tenders, No. 611	G. W. Arnold	Box 64, Sarnia, Ont.
"	Federal Labour Union, No. 9862	Geo. Eldridge	326 Durand St., Sarnia, Ont.
Sault Ste. Marie	Bricklayers' and Masons' Inter. Union, No. 16	W. E. Ramsay	Box 446, Sault Ste. Marie, Ont.
"	United Bro. of Carpenters and Joiners, No. 825	J. S. Srigley	Sault Ste. Marie, Ont.
"	Iron Moulders' Union, No. 391	Ashbury Burnett	Box 458, Sault Ste. Marie, Ont.
"	Amal. Ass'n. Sheet Metal Workers, No. 328	Fred Gravelle	Box 156, W. Sault Ste. Marie, Ont.
"	Inter. Bro. of Electrical Workers, No. 85	Chas. Olney	Sault Ste. Marie, Ont.
"	Inter. Typo. Union, No. 647	E. G. Price	Care. Star, Sault Ste. Marie, Ont.
"	Bro. of Loco. Engineers, No. 67	N. Fulcher	Box 38, West P.O., Sault Ste. Marie.
"	Bro. of Loco. Firemen, Algoma Lodge, No. 606	Peter Shepherd	Sault Ste. Marie, Ont.
Sault Ste. Marie, West	Bro. of R. Trainmen, Ste. Marie Lodge No. 611	Josepn Mason	Box, 123, Sault Ste. Marie, W. Ont.
"	Journeymen Barbers' Inter. Union No. 283	J. W. Carroll	Queen E., Sault Ste. Marie, Ont.
"	General Fishermen's Union, No. 593	C. J. Pim	Sault Ste. Marie, Ont.
Schrieber	Bro. of Loco. Engineers, Kitchener Div., No. 562	A. Bilbe	Box 78, Schrieber, Ont.
"	Bro. of Loco. Firemen, Red Rock Lodge, No. 387	G. E. Long	Schrieber, Ont.
"	Bro. of R. Trainmen, Lake Superior Lodge, No. 419	W. G. Darcy	Schrieber, Ont.
"	Bro. of Maintenance of Way Employees, No. 260	Wm. Sparks	Schreiber, Ont.
Smith's Falls	Bricklayers' & Masons' Union, No. 21	W. H. Rathwell	Smith's Falls, Ont.
"	Iron Moulders' Union of N. A. No. 201	John W. Garratt	Box 263, Smith's Falls, Ont.
"	Order of R. Conductors, Rideau Div., No. 199	M. Munroe	Box 349, Smith's Falls, Ont.
"	Bro. of Loco. Engineers, Rideau Div., No. 381	James Currie	Smith's Falls, Ont.
"	Bro. of Loco. Firemen, St. George Lodge No. 479	Hugh Richmond	Box 169, Smith's Falls, Ont.
"	Bro. of R. Trainmen, Harold Fraser Lodge, No. 245	J. Angus Jobin	Smith's Falls, Ont.
"	Bro. of R. Freight and Baggagemen of America No. 22	A. N. Stillwell	Smith's Falls, Ont.
"	Federal Labour Union, No. 13	E. E. Stewart	Smith's Falls, Ont.
"	Inter. Labourer's Union, No. 209	John Dack	Smith's Falls, Ont.

Simcoe	Federal Labour Union, A. F. of L., No. 1006	W. Stuart	Simcoe, Ont.
Sandwich	Fur Workers' Union, No. 11640	Leander Cuneaz	Sandwich, Ont.
Stratford	Bricklayers' and Masons' Union of A., No. 24	Geo. Thomas Cook	Stratford, Ont.
"	United Bro. of Carpenters and Joiners of A., No. 560	Chas. de la Franier	Stratford, Ont.
"	Bro. of Painters, Decorators and Paper hangers of A., No. 681	Fred Todd	Stratford, Ont.
"	Amal. Sheet Metal Workers, No. 324	Richard Wise	Box 275, Stratford, Ont.
"	Inter. Association of Machinists, No. 103	F. Kastner	Box 105, Stratford, Ont.
"	Amal. Society of Engineers and Machinists, No. 579	A. R. Lowes	Box 4, Stratford, Ont.
"	Boilermakers and Iron Shipbuilders' Union of A., No. 297	R. Hanlon	Stratford, Ont.
"	Inter. Typo. Union No. 139	J. Shannon	Stratford, Ont.
"	Newspaper Carriers' Union, No. 6	Frank Burnham	Stratford, Ont.
"	Bakers' and Confectioners' Inter. Union, No. 135	Isaac Allies	Stratford, Ont.
"	Journeymen Tailors' Union of Am., No. 186	Clifford Watson	Box 583, Stratford, Ont.
"	United Garment Workers of America, No. 97	Miss Gertie Palmer	Stratford, Ont.
"	Cigarmakers' Inter. Union, No. 424	J. Laughton	Box 5, Stratford, Ont.
"	Bartenders' Inter. League, No. 640	A. Monkman	Box 188, Stratford, Ont.
"	Order of R. Conductors, Stratford Div., No. 15	Thomas Buchanan	Box 488, Stratford, Ont.
"	Bro. of Loco. Engineers, Avon Div., No. 188	John Bantley	Box 337, Stratford, Ont.
"	Bro of Loco. Firemen, Avon Lodge, No. 38	Ed. Hildebrandt	Stratford, Ont.
"	Bro. of R. Trainmen, Victoria Lodge, No. 8	J. J. Chippenden	Box 117, Stratford, Ont.
"	Milkmen's Association,	A. Robinson	Stratford, Ont.
"	Teamsters' Inter. Union, No. 26	A Roberts	Stratford, Ont.
"	Journeymen Barbers' Inter. Union, No. 136	G. Spriggs	Box 712, Stratford, Ont.
Sudbury	Federal Union Labour, No. 9886	E. Hill	Box 549, Stratford, Ont.
"	United Assn. of Plumbers, Gas and Steamfitters, No. 463	J. Lott	Sudbury, Ont.
Sydenham	Journeymen Tailors' Union, No. 226	Albert Trevelyan	Box 225, Sudbury, Ont.
Thorold	Threshers' Protective Association, No. 17	James Babcock	Sydenham, Ont.
Toronto	United Bro. of Carpenters' & Joiners, No. 1677	Peter McDonald	Thorold, Ont.
"	Bricklayers' Union of Ontario, No. 2	Wm. Smithson	211 Sumach St., Toronto, Ont.
"	Stone Masons' Union, No. 26	John Cross	279 Hamburg Ave., Toronto, Ont.
"	United Bro. of Carpenters and Joiners of America, No. 27	C. A. Wells	Labour Temple, Toronto, Ont.
"	United Bro. of Carpenters and Joiners, No. 1799	P. Harvey	Douglas Hall, cor Bloor and Bathhurst Sts., Toronto, Ont.
"	Amal. Society of Carpenters and Joiners, No. 785	W. Ross	137 Augusta St., Toronto, Ont.
"	Bro. of Painters, Decorators and Paper Hangers of A., No. 3	J. W. Harmon	267 Queen St., Toronto, Ont.
"	Painters, Decorators and Sign Writers, No. 437	M. Sutton	71 Langley Ave., Toronto, Ont.
"	Operative Plasterers' Inter. Union, No. 48	Wm. Hamilton	120 Wolseley St., Toronto, Ont.
"	International Lathers' Union, No. 97	Chas. Calhoun	795 Euclid Ave., Toronto, Ont.
"	United Association of Plumbers, Gas and Steamfitters, No. 46	G. S. Kingswood	153 Gladstone Ave., Toronto, Ont.
"	Journeymen Stonecutters Association of N. A.	L. Davidson	Box 282, Toronto, Ont.
"	Granite Cutters' Inter. Union	Jas. Milne	36 Henderson Ave., Toronto, Ont.
"	Plasterers Labourers' Union, No. 1	Joseph McCauley	151 Woolsley St., Toronto, Ont.
"	Builders Labourers' Inter. Union, No. 2	John M. Mackintosh	48 Humbert St., Toronto, Ont.
"	Mosaic and Encaustic Tile Layers' Union, No. 37	E. A. McCarthy	82 Bond St., Toronto, Ont.
"	Inter. Brick, Tile and Terra Cotta Workers' Alliance, No. 118	Jas. S. Pickard	50 Greenwood Ave., Toronto, Ont.
"	Inter. Association of Marble Workers, No. 12	H. J. Slattery	703 Markham St., Toronto, Ont.
"	Allied Inter. Ass'n Metal Mechanics, No. 15 (Bolt Workers)	W. Cottier	14 Brock Ave., Toronto, Ont.
"	Iron Moulders Union of N. A., No. 28	Wm. Skimerton	55 Haskin Ave., Toronto Junction, O.
"	Inter. Ass'n of Machinists, No. 235	D. T. Montgomery	154 Shaw St., Toronto, Ont.
"	Inter. Ass'n of Machinists, No. 689	H. E. Bliss	145 Portland St., Toronto, Ont.
"	Inter. Bro. of Stationary Firemen, No. 183	George Pearson	89 McGee St., Toronto, Ont.
"	Amal. Society of Engineers, No. 570	J. M. Clements	39 Bellevue Ave., Toronto, Ont.
"	Bridge Structural and Architectural Iron Workers, No. 4	J. T. Godfrey	3 Isabella Pl., Toronto, Ont.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Toronto	Ornamental Iron Workers' Union, No. 71	Phillip Jarrett	249 Sumach St., Toronto, Ont.
"	Inter. Bro. of Electrical Workers, No. 114	J. S. Lightbound	99 Gloucester St., Toronto, Ont.
"	Inter. Bro. of Electrical Workers, No. 353	W. C. Thornton	26 Czar St., Toronto, Ont.
"	Telephone Operators' Union	Miss Chamberlain	Labour Temple, Toronto, Ont.
"	Metal Polishers, Buffers and Platers Union, No. 21	J. Acheson	84 Woolsley St., Toronto, Ont.
"	Silver and Britannia Metal Workers' Union, No. 13	J. G. Bell	3 Wellington Ave., Toronto, Ont.
"	Brass Workers' Inter. Union, No. 53	Walter Daniels	267½ Simcoe St., Toronto, Ont.
"	Brass Moulders' Inter. Union, No. 5	Wm. Podley	912 Queen St., E., Toronto, Ont.
"	Stove Mounters and Steel Range Workers' Union, No. 14	Thos. Harrington	193 Howland Ave., Toronto, Ont.
"	Inter. Bro. of Blacksmiths, No. 171	A. J. Smith	35 Cumming St., Toronto, Ont.
"	Inter. Bro. of Boilermakers and Iron Shipbuilders' Union, No. 128	R. Woodward	524 Front St., W., Toronto, Ont.
"	Amal. Sheet Metal Workers' Inter. Alliance, No. 30	Frank Moses	Labour Temple, Toronto, Ont.
"	Horseshoers Inter. Union, No. 49	Chas. McIntosh	24 Regent St., Toronto, Ont.
"	Inter. Jewellery Workers' Union, No. 7	A. J. Ingram	428 Wilton Ave., Toronto, Ont.
"	Sawsmith's Inter. Union, No. 10	Geo. Hunter	356 Margueretta St., Toronto, Ont.
"	Elevator Constructors' Inter. Union, Local, No. 13	Geo. Mathews	637 Dundas St., Toronto, Ont.
"	Inter. Piano and Organ Workers' Union, No. 39	Geo. A. Johnston	256 Bathurst St., Toronto, Ont.
"	Inter. Woodworkers' Union of A., No. 114	A. Lane	988 Queen St., W., Toronto, Ont.
"	Inter. Piano Makers' Union, No. 34	Robert V. Wolfe	486 Givens St., Toronto, Ont.
"	Inter. Piano Makers' Union, No. 41	Frank B. Holton	631 Queen St., W., Toronto, Ont.
"	Interior Cabinet Finishers' Union, No. 286	Wm. J. Russell	148 Euclid Ave., Toronto, Ont.
"	Inter. Machine Woodworkers' Union, No. 118	Clarence E. Wright	197 Sherbourne St., Toronto, Ont.
"	Woodworkers' Union ,No. 157	Wm. H. Clarke	164 Richmond St., W., Toronto, O.
"	Varnishers' and Polishers' Union, No. 65	Joseph Harding	112 Birch Ave., Toronto, Ont.
"	Upholsterers' Inter. Union, No. 30	F. W. Prior	220 Lisgar St., Toronto, Ont.
"	Inter. Woodcarvers' Association, No.	Gus. Mingeaud	312 Adelaide St., W., Toronto, Ont.
"	Patternmakers' League of N. A.	J. T. Garton	155 Lansdowne Ave., Toronto, Ont.
"	Gilders' Protective Union, A. F. of L., No. 8980	J. Johnstone	6 Home Pl., Toronto, Ont.
"	Picture Frame Workers' Union, No. 114	A. S. Lane	988 Queen St., W., Toronto, Ont.
"	Inter. Coopers' Union No. 180	J. Hoefner	31 Alice St., Toronto, Ont.
"	Carriage and Waggon Workers' Union, No. 85	F. Barnum	24 Hallam St., Toronto, Ont.
"	Inter. Typo. Union, No. 91	John Chinn	Box 543, Toronto, Ont.
"	Web Pressmen's Union, No. 1	Joseph Leake	191 St. Patrick St., Toronto, Ont.
"	Inter. Printing Pressmen's Union, No. 10	E. H. Randell	25 Oak St., Toronto, Ont.
"	Printing Press Assistants' and Feeders' Union, No. 1	F. S. Attrell	187 Marlborough Ave., Toronto, Ont.
"	Stereotypers' and Electrotypers' Union, No. 21	Wm. Farr	124 Broadview Ave., Toronto, Ont.
"	Printers' and Colour Mixers' Union, No. 11,967	R. G. Forsey	Mimico, Ont.
"	Photo. Engravers' Union, No. 35	F. E. Andrson	51 Broadview Ave., Toronto, Ont. O.
"	Lithographers' Inter. Association	A. Simpson,	137 Farley Ave., Toronto,Ont.
"	Inter. Bro. of Bookbinders, No. 28	J. T. Sommerville	42 Fuller St., Toronto, Ont.
"	Mailers' Union, No. 5	Thos. Morton	131 Shaw St., Toronto, Ont.
"	Bindery Women's Union, No. 34	Minnie Patterson	161 Euclid Ave,. Toronto, Ont.
"	Journeymen Tailors' Union of A., No. 132	Geo. Sangster	79 Marlborough Ave., Toronto, Ont.
"	Garment Workers' Union (Special Ordered Clothing Makers), No. 21	H. C. Montgomery	47 Howard St., Toronto, Ont.
"	Clothing Cutters and Trimmers' Union U.G. W.), No. 185	Will E. Malloy	192 Borden St., Toronto, Ont.
"	Operators' and Hand Sewers' Union, No. 202	Wm. Arnold	5 St. Vincent St., Toronto, Ont.
"	Garment Workers' Union (Pressers), No. 188	Frank Geary	192 Ontario St., Toronto, Ont.
"	Cloakmakers' Union, No. 10		Toronto, Ont.
"	United Cloth, Hat and Cap Makers of N. A., No. 41	S. Handman	85 Queen St., East, Toronto, Ont.
"	Boot and Shoe Workers' Inter. Union, No. 233	C. E. Saul	27 Grange Ave., Toronto, Ont.

Journeymen Bakers' and Confectioners' Inter. Union, No. 204.	John Gardner	695 Queen W., Toronto, Ont.
Biscuit Bakers' Union, No. 208	J. M. Collinson	37 Sutton Ave., Toronto, Ont.
Amal. Meat Cutters' and Butcher Workmen's Union, No. 188	F. C. Letts	422 Ossington Ave., Toronto, Ont.
Cigarmakers' Inter. Union, No. 27	J. Pamphilion	16 Vine St., Toronto, Ont.
Tobacco Workers Inter. Union, No. 63	John Reith	57 Marlboro Ave., Toronto, Ont.
United Bro. of Leather Workers on Horse Goods, No. 93	Geo. Shipman	510 Manning Ave., Toronto, Ont.
Travelling Goods and Leather Novelty Workers' Union, No. 5	R. J. Hodge	630 Ossington Ave., Toronto, Ont.
Furriers' Union, No. 2	C. De Guerre	44 Borden St., Toronto, Ont.
Fur Workers' Inter. Union, No. 14	Alois Hermstein	25 McMurrich St., Toronto, Ont.
Brewery Workers' Union, No. 304	Geo. W. Haines	14 Thompson St., Toronto, Ont.
Malsters' Union, No. 317	Alfred C. Cheesman	40 Knox Ave., Toronto, Ont.
Order of R. Conductors, Toronto Div., No. 17	Chas. Mitchell	23 Rose Ave., Toronto, Ont.
Commercial Telegraphers' Union, No. 62	H. J. Lewis	Deer Park, Ont.
Order of Ry. Telegraphers, No. 7	John Wagner	Copper Cliff, Ont.
B. of L. Engineers, Parkdale Div., No. 295	S. G. Martin	High Park Ave., Toronto, Ont.
B. of L. Engieers, East Toronto Div., No. 520	C. J. Lonney	Box 58, East Toronto, Ont.
B. of L. Engineers, Toronto Div., No. 70	James Pratt	172 Huron St., Toronto, Ont.
Bro. of L. Firemen, Dominion Lodge, No. 67	James Pratt	172 Huron St., Toronto, Ont.
Bro. of L. Firemen, Queen City Lodge, No. 262	W. E. Bartlett	Toronto Junction, Ont.
Bro. of Loco. Firemen, Lodge No. 595	Wm. E. Westlake	East Toronto, Ont.
Bro. of R. Trainmen, Queen City Lodge, No. 322	H. T. Meredith	282 Crawford St., Toronto, Ont.
Bro. of R. Trainmen, West Toronto Lodge, No. 255	J. H. Davison	159 Vine St., Toronto Junction, Ont.
Inter. Bro. of M. W. Employees, Div., No. 419	W. H. Noyes	12 Strickland Pl., Toronto, Ont.
Bro. of R. Carmen, Beaver Lodge, No. 258	Frank H. Wallace	77 McMurray Ave., Toronto Junc., O.
Bro. of Ry. Carmen, No. 372	Wm. Burness	5 Wellington Ave., Toronto, Ont.
Bro. of Ry. Freight and Baggagemen of N. A., No. 61	John Cumings	14 Portland St., Toronto, Ont.
Amal Assn. St. and Elec. Ry. Employees	John W. Griffin	48 Heward Ave., Toronto, Ont.
Licensed Cab and Express Association, No. 1	John Beatty	17 Shepperd, Toronto, Ont.
Team Drivers' Inter. Union, No. 495	John Minion	Toronto, Ont.
Inter. Marine Firemen, Oilers' and Watertenders' Union, No. 323		
Team Drivers' Inter. Union, No. 154	J. Garlick	93 Davenport Rd., Toronto, Ont.
Teamsters' Union,	Robert Riley	64 Pape Ave., Toronto, Ont.
Coal Wagon Drivers' Union, No. 457 (I.B.T.D.)	H. R. Barton	156 Victoria St., Toronto, Ont.
National Association of Marine Engineers, No. 1	Geo. Clarkson	35 Woolsley St., Toronto, Ont.
Int. Longshoremen's Assn., No. 645	Patrick Cassidy	104 Logan Ave., Toronto, Ont.
Canadian Assn. of Masters and Mates, No. 1	Capt. Jackson	376 Huron St., Toronto, Ont.
Inter. Steam Engineers' Association, No. 152	F. W. Barron	109 Spruce St., Toronto, Ont.
Glass Bottle Blowers' Ass'n of U. S. and Canada, No. 66	Joseph Williams	7 Peel St., Toronto, Ont.
Consolidated Union of Glass Workers, No. 21	Geo. Parkin	128 Berkley St., Toronto, Ont.
Federated Ass'n of Letter Carriers, No. 1	W. J. Mankey	165 Dovercourt Rd., Toronto, Ont.
Railway Mail Clerks' Ass'n	Robt. Cowling	430 Manning Ave., Toronto, Ont.
Civic Employees' Benevolent Union, No. 1	Thos. Hilton	115 Booth Ave., Toronto, Ont.
Civic Employees' Benevolent Union, No. 2	W. Hill	840 King St., W., Toronto, Ont.
Bartenders' Inter. League, No. 280	Frank Walker	139 Gerrard St., Toronto, Ont.
Theatrical Stage Employees Ass'n No. 58	Chas. E. Leatch	456 Parliament St., Toronto, Ont.
Bill Posters' Union,	J. McNullon	Labour Temple, Toronto, Ont.
Laundry Workers Union, No. 107	John W. Shier	26 Florence St., Toronto, Ont.
Bread Salesmen's Union, No. 207	Geo. Blackburn	115 Wilton Ave., Toronto, Ont.
Broom Maker's Union, No. 55	Wm. Annis	6 Verral Ave., Toronto, Ont.
Retail Clerk's Prot. Association, No. 540	R. Stanley	Cor King & W. Market St., Tor. Ont.
Musical Protective Ass'n., No. 149	Joseph Ball	95 Walton St., Toronto, Ont.
District Assembly, K. of L., No. 180	I. H. Sanderson	75 Adelaide St., W., Toronto, Ont.
Excelsior Assembly, K. of L., No. 2305	William Gilmour	89 Montrose Ave., Toronto, Ont.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Toronto	Cork Workers' Union		Toronto, Ont.
Toronto Junction	Amal. Society of Carpenters and Joiners, No.		
"	Amalgamated Society of Engineers	W. Conroy	49 Quebec Ave., Toronto Jnct., Ont.
"	Order of R. Conductors, West Toronto Div., No. 345	D. G. Barnes	Box 557, Toronto Junction, Ont.
"	Journeymen Tailors' Inter. Union, No. 156	W. E. Coleman	Toronto Junction, Ont.
"	Inter. Ass'n of Machinists, No. 371	A. Hopkirk	Box 500, Toronto Junction, Ont.
North Toronto	Amal. Society of Carpenters and Joiners, Branch No. 5	C. J. Bishop	379 Church St., No. Toronto, Ont.
Trenton	Trenton Workmen's Beneficial Assembly, K. of L	Thomas Jarratt	"Advocate" Office, Trenton, Ont.
Tweed	Bro. of Maintenance of Way Employees, Tweed Div., No. 192	Geo. Francis	Tweed, Ont.
Victoria Harbour	Inter. Bro. of M. W. Employees, Div., No. 495	J. Wright	Victoria Harbour, Ont.
Wallaceburg	Glass Bottle Blowers' Association of U.S. and Canada, No. 70	H. H. Simmermon	Wallaceburg, Ont.
"	American Flint Glass Workers' Union, No. 70	W. Black	Wallaceburg, Ont.
"	Journeymen Tailors' Union, of America, No. 417	Fred Boyd	Box 207, Wallaceburg, Ont.
Waterloo	Federal Labour Union (D.T. & L. C.), No. 26	H. B. Herdrenratter	Waterloo, Ont.
Wiarton	Amal. Inter. Woodworkers' Union, No. 126	B. Devlin	Wiarton, Ont.
Welland	United Bro. of Carpenters and Joiners of A., No. 969	William Spencer	Welland, Ont.
"	Amal. Society of Carpenters and Joiners, No.		Welland, Ont.
"	Bro. of Maintenance of Way Employees, Div., No. 304	A. S. Doan	Welland, Ont.
Winchester	Bro. of Maintnance of Way Employees, Winchester Div., No. 136	A. Seal	Finch, Ont.
Windsor	Bricklayers' and Masons' Union of Ontario, No. 6	M. Rapson	Box 688, Windsor, Ont.
"	United Bro. of Carpenters and Joiners of America, No. 689	A. H. Marsh	123 Walker Rd., Walkerville, Ont.
"	Bro. of Painters, Decorators and Paperhangers, No. 629	W. Beall	Box 83, Windsor, Ont.
"	Plasterers' Union, No.	W. Thompson	Box 717, Windsor, Ont.
"	United Ass'n of PJumbers, Gas and Steamfitters and Helpers' Union	A. E. Paddon	Box 657, Windsor, Ont.
"	Inter. Hod Carriers and Builders' Labourers' Union	F. W. Walker	Windsor, Ont.
"	Tobacco Workers' Inter. Union, No. 71	Frank Kukler	care Erie Tob. Co., Windsor, Ont.
"	Journeymen Tailors' Union of America, No. 114	Jas. E. Robinson	Box 708, Windsor, Ont.
"	Order of Railway Conductors, No. 494	John Smith	Windsor, Ont.
"	Bro. of Loco. Engineers, City of Windsor Div., No. 390	David Lanspeary	Box 382, Windsor, Ont.
"	Bro. of Loco. Firemen, Windsor Lodge, No, 421	A. B. McCreery	Box 762, Windsor, Ont.
"	Bro. of R. Trainmen, Belle Isle Lodge, No. 316	Chas. Weldrick	75 Arthur St., Windsor, Ont.
"	Switchmen's Union, Windsor Lodge, No. 184	James J. Lonnee	Box 406, Windsor, Ont.
"	Amal. Ass'n of St. Ry. Employees of America, No. 231	W. McGuigan	Windsor, Ont.
"	National Association of Marine Engineers, No. 11	Neil Maitland	Windsor, Ont.
"	Longshoremen's Union, No. 57		Windsor, Ont.
"	Team Drivers' Inter. Union, No. 277	H. C. Riach	Windsor, Ont.
"	Bro. of Ry. Carmen of America, No. 763	Chas. M. Ronson	Windsor, Ont.
"	Journeymen Barbers' International Union, No. 451	A. Warren	Crawford House, Windsor, Ont.
Windso	Retail Clerks' Inter. Pro. Association, No. 531	T. J. McConnell	Windsor, Ont.
Woodstock	Bricklayers' and Masons' Union, No. 22	E. A. Johnston	15 Norwich Ave., Woodstock, Ont.
"	United Bro. of Carpenters and Joiners of America, No. 1201	H. G. Jones	590 Mary St., Woodstock, Ont.
"	Inter. Hod Carriers and Builders' Labourers' Union, No. 26	John Green	71 Douglas St., Woodstock, Ont.
"	Iron Moulders' Union of N. America, No. 249	Fred O. Burgess	Box 228, Woodstock, Ont.
"	Piano, Organ & Musical Instrument Workers' Int. Union of A., No. 51	S. M. Dawes	Woodstock, Ont.
"	Inter. Typo. Union, No. 317	F. McKay	care "Express," Woodstock, Ont.
"	Journeymen Tailors' Union of A., No. 33	Thos. Breckenridge	Box 605, Woodstock, Ont.
"	Journeymen Barbers' Inter. Union, No. 524	Samuel Grassic	Woodstock, Ont.
"	Bartenders' Inter. League, No. 344	H. J. Loth	Woodstock, Ont.
"	Team Drivers' Inter. Union, No.	James Jacques	Woodstock, Ont.
Woodbridge	Threshers' Protective Association of Canada, No. 16	Jas. H. Smith	Holland Landing

THE LABOUR GAZETTE

Prepared and edited at the Department of Labour, Ottawa

MINISTER—HON. RODOLPHE LEMIEUX. EDITOR—W. L. MACKENZIE KING, DEPUTY MINISTER

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THE

LABOUR GAZETTE

JUNE, 1907.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF MAY, 1907.

I.—GENERAL SUMMARY.

THE continuance of cool weather caused delay to industry and labour during the first three weeks of May, 1907. Seeding was not completed until the closing days of the month, at least two weeks later than last year. The seed-bed, however, was in good condition, and the outlook in western Canada was regarded as favourable, the acreage under wheat in most sections being about the same as last year, with an increase in the area sown with coarse grains. Railway construction, the building trades and outside work generally were delayed, with the result that the supply of general labour was not taken up with the rapidity that had been expected in view of the large amount of work projected. Immigrant arrivals, however, found abundance of employment available on farms. The presence of drift ice caused embarrassment to fishermen in the Maritime Provinces, and shipments from the Nova Scotia collieries were seriously delayed. Elsewhere, mining conditions were favourable, with the exception of the portion of British Columbia affected by the temporary stoppage of work in the Crow's Nest Pass Coal Mines and some coal miners in Alberta. In the lumbering industry the drives were successful, and men were in demand at increasing wages throughout Canada. Manufacturing continued busy, with the exception of a few lines which were quiet from seasonal causes or through the effect of the backward weather on market conditions. After the opening of navigation, transportation employees of all classes were exceptionally busy. Retail trade was quiet, and money continued tight owing to delayed deliveries of the western crop of 1906.

Changes in Wages and Hours.

There was a marked upward tendency in wages during the past month in connection with the renewal of agreements for the present season. The number of changes reported to the Department was considerably in excess of that during the corresponding period in any previous year since 1903, nearly all being in the nature of increases. In the majority of cases the increases were obtained as a result of negotiations and without friction between employers and employees. The following is a statement, by industries and groups of trades, of the more important changes in wages and hours concerning which information was obtained by the Department during May, 1907.

Lumbering.—At a number of sawmills in Ontario and the Eastern Provinces further increases went into effect during May, the average amount of the increase being from five to ten per cent, and several thousands of employees being affected. At St. John, N. B., for example, mill hands were granted an increase of 10 per cent. The rates paid to river drivers in New Brunswick ranged from $2.00 to $3.00 per day.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

In southern Quebec about 1,000 drivers received an increase of 10 per cent. Workmen employed on the drives on the Ontario side of the River Ottawa, numbering approximately about 1,800, received $43.00 per month in 1906 and $45.00 during the present season, the aggregate increase per month amounting to about $9,000. In the Peterborough district, the advance, affecting 270 men, amounted to about $2.00 per month.

Mining.—A new scale of wages went into effect among smeltermen in the Boundary district, B. C. Employees of the Crow's Nest Pass Coal Company at Fernie and Michel, B. C., obtained a new agreement during May involving a substantial increase in wages.[1]

Building.—Bricklayers and masons (400) at Ottawa, Ont., had their wages increased from 45 to 47 cents per hour; after May 1, 1908, the scale will be 50 cents per hour. Bricklayers (47) at St. Catharines, Ont., were advanced from 38 to 45 cents per hour. Bricklayers and masons (70) at London, Ont., had their wages raised from 40 to 43 cents per hour from June 1, the rate to be 45 cents per hour from May 1, 1908, until April 30, 1910. Bricklayers at Windsor, Ont., received an increase from 50 cents to 52½ cents per hour; bricklayers and masons at Port Arthur, Ont., obtained a scale of 57½ cents per hour. Carpenters and joiners at Sherbrooke, Que., received an increase from $1.50 to $2.00 per day on May 1. Carpenters (200) at Niagara Falls, Ont., were increased from 30 to 35 cents per hour from May 1. Carpenters and joiners (100) were advanced from 27½ to 33 cents per hour at St. Catharines, Ont., after a strike. Painters (25) at Berlin, Ont., received an increase from 22½ to 25 cents per hour, and at Calgary, Alta., 50 of the same class were advanced from 35 to 40 cents per hour. Plumbers (12) at Niagara Falls, Ont., were increased from $2.50 to $2.75 per day, and at London, Ont., (30) from 30 to 35 cents per hour, their hours being reduced from 49½ to 44 per week. At Edmonton, Alta., an increase amounting to $3.00 per week went into effect for the same class from May 1. Stone cutters (200) at Ottawa, Ont., obtained an increase from 43 to 44 cents per hour after a strike. Builders' labourers (400) at Ottawa were advanced from 22 to 25 cents per hour, an agreement for two years being signed. Hod carriers and builders' labourers (75) at Berlin, Ont., were raised from 22½ to 25 cents per hour. At Calgary, Alta., the same class of workmen to the number of 275 were advanced from 25 to 30 cents per hour, while mortar mixers (75) in the same city were increased from 33 to 35 cents per hour.

Metal and engineering.—Stove plate moulders (50) at Weston, Ont., received an increase from an average of $19.37 per week to an average of $20.33 per week. At Hamilton, Ont., the same class was granted a minimum scale of $2.90 per day of 10 hours. At Brantford, Ont., 65 iron moulders received a 5 per cent increase and 90 of the same class at Berlin, Ont., had their rate increased from an average of $15.00 per week to an average of $16.50 per week, on day work and from an average of $18.00 to one of $19.00 per week on piece work. Machinists in the employ of the Grand Trunk Railway Company received a new scale, their demand having been referred for settlement under the Industrial Disputes Investigation Act (2). Linemen employed by the Bell Telephone Company at Toronto, Ont., had their wages increased.

Woodworking.—Sash and door hands (45) at St. Hyacinthe, Que., received an increase of 10 per cent from May 10.

Clothing.—Journeymen tailors (25) at Berlin Ont., received an increase of 12 per cent. At Victoria, B.C., the wages of 50 tailors were increased $2.00 per week.

Textile.—Employees of the Cornwall and York mills at St. John, N. B., numbering upwards of 550, were granted an increase of 10 per cent, to date from May 15. Fifteen winders in the knitting

(1) A special article is published elsewhere in the present issue dealing with the negotiations held in connection with the stoppage of work on the part of the miners to enforce their demand. The text of the new agreement is also published in part

(2) A special article is published elsewhere in the present issue dealing with the negotiations under the act and the nature of the settlement effected.

mill at Hamilton, Ont., were granted an additional $1.00 per week in wages.

Leather.—Tanners and curriers (150) at Quebec, Que., were increased in wages from $8.25 to $10.00 per week, on May 23.

Food and tobacco preparation.—A number of master bakers at Toronto, Ont., increased the wages of their employees by $1.00 per week, dating from May 1. About 1,000 men were affected.

General transport.—Teamsters (70) at Hull, Que., received an increase of 25 per cent. in wages. Teamsters employed by the city of Peterborough, Ont., obtained an advance in rates. Coal Carters at Quebec, Que., 80 in number, were granted an increase in wages. Coal carters in Montreal, Que., received an advance from $8.00 to $9.00 per week.

Railway employees.—Locomotive engineers employed by the Quebec Central Railway, numbering 50, had their wages increased 10 per cent from May 1 (3). Switchmen (14) in the employment of the Grand Trunk Railway Company at Niagara Falls, Ont., received an advanced rate from May 1.

Street railway employees.—Employees at St. Thomas, Ont., received an increased scale (4).

Navigation. — Shiplabourers at St. John, N. B., obtained a scale of 40 cents per hour, with double time on Sundays and holidays, dating from May 1.(5). The wages of marine engineers and sailors on the Great Lakes were higher in several instances than in 1906, oilers, wheelsmen and firemen on several vessels being paid $37.50 per month instead of $35.00 per month as in 1906. (6)

Civic employees.—Policemen and firemen at Quebec, Que., received a 10 per cent. increase. A number of civic employees at Toronto, Ont., had their wages increased, including clerks, tax collectors, inspectors, repair men, etc. The increase will involve an additional expenditure of about $17,000 per annum. The minimum wages for city employees at Hamilton, Ont., was fixed at 20 cents per hour. At Calgary, Alta., it was decided by the city council that 8-hours should constitute a working day, except in cases of necessity. Corporation labourers (60) at Quebec, Que., were increased from $1.25 to $1.50 per day. Labourers in the employ of the waterworks department at Quebec, Que., 58 in number, were granted an increase of 10 per cent., their hours being reduced from 10 to 9 per day. Corporation labourers (50) at St. Hyacinthe, Que., were advanced from $1.00–$1.25 to $1.50 per day. Corporation labourers (350) at Calgary, Alta., received an increase of from 25 to 27 cents per hour.

Miscellaneous.—Bill posters at Toronto Ont., were granted an additional $1.00 a week wages. Hotel and restaurant employees at Victoria, B. C., were granted an increased scale, waiters in restaurants to receive $10.50 per week, 10 hours to constitute a day's work. The average advance was in the neighbourhood of 15 per cent. and the reduction in hours 10 per week.

Unskilled labour.—A new schedule was recently obtained by the Federal Labour Union of Medicine Hat (7). With the opening of the season of activity, wages advanced in several localities. In British Columbia, for example, unskilled labourers in the Crow's Nest Pass and Kootenay districts were receiving from $2.25 to $3.00 per day.

Cost of Living.

Wheat advanced rapidly in price during May, having increased ten cents per bushel in the first half of the month, and passing $1.00 per bushel before the close. A number of the large milling companies announced increases in the price of flour, amounting to about 20 cents per barrel for Manitoba strong and 40 cents per barrel for other grades. Further advances occurred later in the

(3). The full text of the new agreement which was signed between the parties is published under the heading Recent Industrial Agreements, elsewhere in the present issue.

(4) For statement as to new schedule see report of local correspondent.

(5) For detailed information see report of St. John, N. B., correspondent.

(6) See also report of Sault Ste. Marie, Ont., correspondent.

(7) A copy of this schedule is published under the heading "Recent Industrial Agreements" in the present issue.

month. The price of bread was also upward in tendency. As a result of the backwardness of the season the supply of stall fed cattle was exhausted before grass fed animals were obtainable and drovers were at additional expense for feeding. Prices of beef accordingly advanced by from 2 to 5 cents per pound at many points. Lambs were also reported very backward. The demand for fodder on account of poor pasturage caused hay to advance. In April the following increases in the prices of lumber charged by retailers at Calgary, Alta., went into effect:—

No. 1 Dimension 12x16, S. I. S. I. E., from $25–$26 to $28–$29.

No. 1 Common boards, from $19–$25 to $22–$29, per M.

Mountain flooring, from $27–$39 to $30–$42, per M.

Drop siding, from $27–$39 to $30–$50 per M.

For coast lumber the price advanced from $30–$46 to $30–$50, per M.

On May 6 dealers at Winnipeg also advanced the price of dimensions by $2.00 per M., and the price of shiplap by $3.00 per M. Similar increases went into effect at several other localities in Western Canada.

Ice is higher in price than last year, notwithstanding that the crop was abundant and of good quality. The price of coal was raised by producers 30 to 50 cents per ton at points in Saskatchewan, Alberta and British Columbia.

Interruptions to Industry.

The number of trade disputes during May was 48 compared with 36 in April, and 37 in the corresponding month of 1906. The loss in working days was approximately 76,416, compared with 89,150 in April, and 45,675 in May, 1906.

Among industrial establishments etc., destroyed by fire or through other causes during May, 1907, the following, as reported in the press of the Dominion, may be mentioned:—

Nova Scotia.—Enamelling department of foundry at Amherst, loss, $75,000, Eighty-five men thrown out of employment; blacksmith's shop at Digby, loss, $1,000; warehouse at Halifax, loss, $10,000; bakery and store at Sydney Mines, loss, $15,000; business block at Truro, loss, $20,000.

The schooner "Flora W. Sperry", was caught in the ice off Scatterie, N. S., on May 22, and foundered. The crew escaped.

New Brunswick.—Saw-mill at Bathurst, loss, $15,000; soap factory at St. Mary's loss, $8,000; dry-goods establishment at St. John, loss, $250,000. Barns and stock at Lincoln.

Quebec.—Lumber yard at Coaticook; Windsor Hotel at Lachine, loss, $3,000; cement lactory at Longue Pointe, loss, $100,000; wholesale hardware warehouse at Montreal, loss, $50,000; East-end abattoirs at Montreal, loss, $100,000; saw-mill and tannery at Montreal, loss, $35,000; paper factory at Marbleton; pulp mill at Peribonka, loss, $70,000; barns and live stock at Griffin's Corner, Megantic and Titus.

Ontario.—Business black at Arnprior; furniture warehouse and store at Bridgetown, loss, $12,000; thresher works, (70 hands out of employment), church, hotel and sample rooms at Clinton, loss, $60,000; seven stores at Cobalt, loss, $25,000; part of Corby distillery at Corbyville, loss, $250,000; butter factory at Eastman; store and stock at Elora, loss, $2,000; business portion of village of Finch, loss, $100,000; saw-mill at Fenelon Falls; star rolling mill at Goderich, loss, $15,000; stores and stock at Haileybury, loss, $50,000; laundry at asylum, London, loss, $5,000; store at Ottawa, loss, $4.000; agricultural machine works at Peterborough, loss, $10,000; Commercial hotel at Shannonville, loss, $6,000; saw-mill at Sweaburg, loss, $3,000; Knox manufactury at Toronto, loss, $175,000,175 hands out of employment; Barber paper warehouse at Toronto, loss, $20,000; Ontario storage warehouse at Toronto, loss $230,000; Chinese laundry at Toronto, loss, $3,000; bakery at Torento, loss $2,000.

Barns at Port Colborne, Preston, Adolphustown, and Woodstock.

The steel steamer "Saxon," a $110,000 lake craft, went ashore on May 17 on the north side of Caribou Island, Lake Superior and became a total loss.

The S. S. "Morena" on her way to Canada to ply on the Montreal-Toronto-Fort William route, struck a reef off Cape Race on May 18 and became a total wreck.

Manitoba.—Fence company's plant at Portage la Prairie, loss, $60,000.

A prairie fire near Snowflake destroyed a quantity of standing timber.

Saskatchewan.—Warehouse and contents at Saskatoon, loss, $50,000; elevator at Yorkton; sach factory at Arcola, loss $15,000.

British Columbia.—Post office, store and livery stable at Agassiz, loss, $6,000; shingle mill at New Westministes loss $15,000.

Conditions in the Industries and Trades.

Conditions of employment during May in the several industries and trades throughout Canada, as indicated by reports of correspondents of *The Labour Gazette* and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Owing to the continuance of cool weather during the first three weeks of the month, the season was fully fifteen days later than last year. Seeding had not become general in western Canada until the second week of May. The warm weather of the closing days of the month, however, greatly facilitated operations,

and farmers were very busy. The acreage under wheat will be somewhat less than was anticipated, though probably equal to that of 1906. The area under oats and barley will show an increase. On the whole, the ground was in fair conditon for the seed, with sufficient moisture to last well into June. In western Canada, crop prospcts were improving rapidly at the end of the month, the exceptionally large amount of land prepared for seed in the autumn of 1906 having offset to some extent the lateness of the spring. In Ontario, fall wheat and clover suffered severely from weather conditions, but the seed bed for spring grains was reported excellent and the outlook was promising, notwithstanding the delayed growth. Agriculturists in Quebec and the Maritime Provinces reported very backward conditions.

In the dairying branch a favourable year was anticipated, though meadows were in poor condition and prices of fodder high. Exports of cheese had already commenced in good volume, though the season was one week later in opening than in 1906. The first shipment from Montreal, Que., in 1906 was during the week ended May 5, for which period cheese shipments amounted to 44,435 boxes, while in the following week shipments amounted to 22,117 boxes, bringing the total shipments up to May 12 to 66,552 boxes. In the opening week of the p esent season, which ended on May 11, total shipments amounted to 41,656 boxes. There were no shipments of butter, prices being above an export level. The iced butter car service on the railways was inaugurated.

Live stock was not in as good spring condition as usual owing to the long confinement of the animals and the high price of mill feed and fodder. In western Canada, the losses resulting from the severe winter were found, on the occasion of the round-up in many localities, to be less than had been anticipated.

Fruit was reported to be coming along well, the buds being abundant and uninjured in their development. Nurserymen reported an exceptionally heavy spring business. Small fruits, including currants, strawberries, raspberries and cherries promise well. Tomatoes and vegetables were backward. Plumbs, pears and grapes will be a good crop, but peaches will be below the average.

Prices for produce of all kinds were high, wheat having passed $1.00 per bushel, and the outlook being that the farmers will receive considerably more for the crop of the present year than for that of 1906. The demand for farm labour continued greater than the supply in Quebec and Ontario and in certain sections of the northwest provinces.

The eleventh annual meeting of the Western Stock Growers' Association was held at Calgary, Alta., on May 9.

As a result of the unusually low prices and depressed condition of the beef industry prevailing in western Canada for some time past, a feeling arose among producers that prices were being kept down by a systematic and combined effort among the buyers. For the purpose of conducting an inquiry into the truth or falsity of this, as well as into conditions surrounding transportation, stock yards, stock cars, conveniences for feeding and watering en route, and other questions more or less directly affecting the stock industry, the Government of Saskatchewan placed the sum of $1,500 in the estimates of 1906-07. In June, 1906, the co-operation of the governments of Manitoba and Alberta was solicited, and subsequently the government of British Columbia was also asked to join by the Alberta government. A preliminary meeting, for organization purposes, of the four commissioners of the various governments, was held at Calgary, Alta., on November 1, 1906. Shortly after, the British Columbia Government withdrew from the commission. In March, 1907, the Saskatchewan Government also withdrew, being of the opinion that a joint provincial commission would be restricted in scope and jurisdiction, that the inquiry should be undertaken by the same legislative body which had the power to pass legislation or effect remedies in compliance with the evidence adduced, and that as the severe losses during the past winter pointed to a rise in beef prices, the present time would not be opportune

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural Operations.	Fishing.	Lumbering (including Sawmilling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney	Quiet	Dull	Active	Very busy	Busy	.....	Active
Westville	Quiet	.....	Busy	Busy	Busy	.....	Active
Halifax	Active	Quiet	.....	.....	Active	.....	Busy
Amherst	Quiet	Quiet	Busy	Busy	Busy	.....	Busy
Prince Edward Island—							
Charlottetown	Quiet	Quiet	.....	.....	Active	.....	Active
New Brunswick—							
Moncton	Busy	Active	Busy	Active	Busy	Busy	Busy
Chatham	Active	Active	Very busy	.....	Busy	Busy	Active
St. John	Active	Active	Very busy	.....	Busy	Busy	Active
Quebec—							
Quebec	Active	.....	Very busy	.....	Active	Busy	Busy
Sherbrooke	Quiet	.....	Active	Very busy	Busy	Active	Busy
St. Hyacinthe	Quiet	.....	.....	.....	Very busy	.....	Quiet
Montreal	Active	.....	.....	.....	Busy	.....	Busy
Maisonneuve	Quiet	.....	.....	.....	Very busy	.....	Busy
Hull	Quiet	.....	Busy	Very busy	Busy	.....	Busy
Ontario—							
Ottawa	Active	.....	Busy	.....	Busy	.....	Busy
Kingston	Busy	Quiet	Dull	Busy	Active	Active	Active
Belleville	Active	Quiet	Active	Busy	Busy	Active	Busy
Peterborough	Active	.....	Busy	.....	Busy	.....	Active
Toronto	Active	.....	.....	.....	Busy	Active	Active
Niagara Falls	Active	.....	.....	.....	Busy	Active	Busy
St. Catharines	Active	.....	.....	.....	Busy	Active	Active
Hamilton	Quiet	.....	.....	.....	Active	Active	Quiet
Brantford	Busy	.....	.....	.....	Very busy	Busy	Active
Guelph	Active	.....	.....	.....	Busy	.....	Busy
Berlin	Active	.....	.....	.....	Busy	.....	Busy
Woodstock	Busy	.....	.....	.....	Very busy	.....	Busy
Stratford	Active	.....	.....	.....	Very busy	.....	Busy
London	Active	.....	.....	.....	Very busy	.....	Active
St. Thomas	Active	.....	.....	.....	Busy	Active	Active
Chatham	Active	.....	.....	Busy	Busy	.....	Active
Windsor	Quiet	.....	.....	.....	Busy	.....	Busy
Sault Ste. Marie	Quiet	Quiet	Busy	Active	Busy	.....	Active
Port Arthur & Fort William	.....	Active	Busy	Very busy	Active	Active	Active
Manitoba—							
Winnipeg	Active	.....	.....	.....	Busy	Active	Busy
Brandon	Active	.....	.....	.....	Active	Busy	Active
Saskatchewan—							
Moose Jaw	Active	.....	.....	.....	.....	.....	Busy
Alberta—							
Calgary	Active	.....	.....	.....	Busy	.....	Active
Edmonton	Active	.....	Busy	.....	Busy	.....	Active
British Columbia—							
Nelson	.....	.....	Very busy	Busy	.....	.....	.....
New Westminster	Active	Quiet	Very busy	.....	Busy	Active	Active
Vancouver	Active	Quiet	Very busy	.....	Active	.....	Quiet
Victoria	Active	Quiet	Very busy	Busy	Very busy	.....	Active
Nanaimo	Busy	Quiet	Very busy	Very busy	.....	.....	Quiet

(1) With the exception of Longshoremen on strike.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE, SERIES G., No. 41.

CANADA DURING THE MONTH OF MAY, 1907.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavorable, as follows: (1) active,

Metal, Engineering Shipbuilding.	Woodworking.	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather	General Transport.	Miscellaneous.	Unskilled Labour.
Active	Active	Active	Active	Active	Active	Active	Active	Active
.....	.....	.....	.....	.....	.....	.....	.....	Active
Active	.....	Busy	Active	Active	Active	Active	Active	Busy
Busy	Very busy	Busy	.....	.....	.....	Busy	.....	Busy
Active	Active	Active	Active	Active	Active	Active	Active	Active
Busy	Active	Active	Busy	Active	Active	Very busy	Active	Busy
Active	Busy	Busy	Active	Active	.....	Busy	.....	Active
Active	Active	Very busy	Busy	Active	.....	Busy	Busy	Active
Busy	.....	Busy	Quiet	Active	Busy	Busy	Active	Busy
Busy	Busy	Busy	Busy	Busy	.....	Busy	Active	Busy
Busy	Busy	Busy	Busy	Busy	Busy	Active	Active	Busy
Active	Active	Active	Active	Active	Active	1 very busy	Active	Active
Active	Active	Active	Active	Busy	Active	Busy	Active	Busy
.....	.....	.....	.....	.....	.....	.....	.....	Busy
Busy	Busy	Very busy	Busy	.....	.....	Busy	.....	Active
Active	Active	Active	Active	Active	.....	Busy	.....	Active
Active	Busy	Busy	Very busy	Busy	Busy	Busy	Busy	Busy
Busy	Active	Busy	Busy	Active	Busy	Busy	Active	Active
Busy	Active	Active	Busy	Active	Active	Active	Active	Quiet
Active	.....	Busy	.....	Active	.....	Active	Busy	Active
Active	Active	Active	Active	Active	Active	Active	Active	Busy
Active	Active	Very busy	Busy	Active	Busy	Busy	.....	Busy
Very busy	Busy	Busy	Busy	Busy	Busy	Busy	Busy	Busy
Active	Active	Active	Busy	Active	.....	.....	.....	Busy
Active	Busy	Active	Active	Active	Busy	Active	Active	Busy
Active	Busy	Busy	Very busy	Active	Active	Very busy	Busy	Busy
Active	Busy	Busy	Active	Busy	Active	Very busy	Active	Active
Busy	Busy	Very busy	Very busy	Very busy	Very busy	Busy	Busy	Busy
Active	Active	Active	Active	Active	.....	Active	.....	.....
Active	Active	Active	Busy	Active	Active	Busy	.....	Active
Active	Active	Busy	Very busy	Active	.....	.....	Active	Busy
.....	Active	.....	Active	.....	.....	Busy	.....	Active
Busy	.....	.....	.....	.....	.....	.....	.....	Active
Busy	Active	Busy	Busy	Busy	Busy	Very busy	Busy	Busy
Active	Active	Active	Active	Active	.....	Busy	Quiet	Dull
Busy	Busy	.....	.....	.....	.....	Very busy	.....	Active
Active	Active	Active	Active	.....	Active	Busy	Active	Active
Active	.....	Active	Active	Busy	.....	Busy	Active	Active
.....	.....	.....	.....	.....	.....	.....	.....	Active
Active	Active	Active	Active	Active	Active	Active	Active	Active
Busy	Active	Active	Active	Active	Active	Busy	Active	Active
Busy	Active	Very busy	Busy	.....	.....	Busy	Busy	Busy
Busy	.....	.....	.....	.....	.....	Very busy	.....	Busy

for the inquiry. The governments of Alberta and Manitoba, however, deemed it advisable to go on with the inquiry, and held a preliminary meeting of the commission with this end in view. Later, a series of points throughout the Province of Alberta were named at which the commission will sit for the purpose of taking evidence. The first of these meetings was held at Medicine Hat on May 13. It was stated that the marked difference prevailing between the prices paid ranchers for live stock and those paid by retailers will be examined with special care.

Fishing.

Drift ice caused delay in the opening of the lobster season in the Maritime Provinces, and early traps and other fishing gear sustained considerable damage. Initial catches of lobsters were light, but an improvement took place in the closing week of the month. A favourable season is expected. The prices paid by the packers will be higher than in 1906 at several points. Herring were much more plentiful than in 1906, and some excellent catches were taken. Catches of mackerel were light, but some good schools were sighted. Operations among the Lunenburg schooners were active, In New Brunswick the salmon catch was light, but gaspereaux and shad were plentiful. On the Great Lakes conditions were dull. Operations on the Fraser river were quiet during the spring freshet, but some heavy catches of spring salmon were made by the traps off Vancouver Island. Seals have inflicted considerable damage this season. It was stated that some 20 salmon canneries will be operated on the Fraser river during the coming sock-eye season, five of which will be conducted by the British Columbia Packers' Association, which will also operate seven plants in the northern portion of the province. It is not anticipated that the run of salmon this year will exceed that of 1906, preparations being made for the packing of about 180,000 cases. The number of traps operated will be less than last year. Whale fishermen of the Pacific Coast had an exceptionally successful month. The sealing fleet returned, reporting light catches, though the value of skins taken was greater than in 1906.

The restrictive regulations applying to lake fisheries in western Canada were recently considerably amended by the Department of Marine and Fisheries, Canada. In view of the increasing scarcity of white fish in Lake Winnipeg, a commission of inquiry may be appointed to investigate conditions. For the present year it has been decided to allow commercial white fishing operations in Lake Winnipeg from June 1 to August 5 only, instead of from May 15 to September 1, as in previous years. From August 15 to November 30, also, fishing under domestic licenses will be prohibited, whereas previously the season for those holding domestic licenses was from September 1 to October 5. The use in this fishery of nets having meshes of less size than $5\frac{1}{4}$ inches, extension measure, is also prohibited. With regard to pickerel in Lake Winnipeg, the close season is extended so as to cover from April 15 to June 20; the open season previously began on May 15. Nets of less sized mesh than $4\frac{1}{4}$ inches, extension measure, are prohibited. Owing to the growing population of the Northwest Provinces, and the distance of the country from other sources of supply, the conservation of the local fishing supply is regarded as of great importance. Within the past 12 years, the southern portion of Lake Winnipeg, which once abounded in white fish, is now of value to the fishermen only for the plentiful supply of pickerel or doré obtained there. In the northern and deeper portions of the lake, covering about 10,000 square miles, however, it is considered that a lasting supply of white fish may be obtained, if the protection provided by law is carried out. Under the new regulations, the small fishermen will be enabled to carry on their winter fishing through the ice, as previously.

The demonstrations conducted during the past three years by the Department of Fisheries, Canada, in the Scottish method of curing herring, will be repeated during the present year. During the season of 1904 the expert engaged in this work conducted operations at Canso, N.S.

and at Nanaimo, B. C. In the following year operations were conducted at Yarmouth and Clarke's Harbour, N. S., while last year the demonstrations took place in the Baie des Chaleurs district, with headquarters at Caraquet, N. B. This year the demonstrations have been begun at Souris, P. E. I. Three Scotch fishermen have been added to the staff for the purpose of teaching the Scotch method of handling drift nets; while six packers and one cooper are employed in demonstrating the process of curing, packing and barrel making.

Lumbering.

Reports concerning the drive in New Brunswick were favourable, and large quantities of logs were floated to the mills, though the water fell rapidly during the second half of the month. In Nova Scotia and southern Quebec the amount of timber forwarded will exceed that of 1906. In northern Quebec and in the Ottawa Valley the drives were delayed by ice in the lakes and swamps, and in some cases the water had escaped before the logs could be floated. Mills were becoming very active in the closing week of the month. Pulp was scarce in the Ottawa Valley as a result of the insufficiency of water during the past winter to operate the mills. Fibre was also scarce and pulp wood in demand. Some large sales of timber limits at exceptionally high prices were reported in Ontario. In British Columbia, also, timber lands were in demand, with prices advancing. Mills and logging camps in the latter province, as in previous months of the year, were working to their full capacity, with market conditions very favourable. A decline in the price of logs caused by an increase in supply, and amounting to from $2.00 to 3.00 per M., less than the highest prices of the past winter season, took place in the coast region of British Columbia. The coast cut of logs in April was estimated at upwards of 29,000,000 feet. There was a pronounced scarcity of labour for the drives and saw mills at points in Ontario and Quebec.

Mining.

The output of the Nova Scotia collieries was greater in May than in the preceding month, or the corresponding month of 1906. Shipments, however, on account of the presence of drift ice in the harbours, were seriously retarded in the closing days of the month, a few of the collieries temporarily suspending operations owing to the lack of storage facilities. It was estimated that shipments to the St. Lawrence ports would be curtailed to the extent of 100,000 tons. Apart from these conditions, activity was pronounced throughout the colliery district, with a demand for men, especially unskilled labour, in certain localities. It was stated that upwards of 450,000 tons of coal were shipped by the Dominion Coal Company during the past winter from the port of Louisbourg, N. S. In Quebec the asbesto mines were operated to the utmost of their capacity, additional labour being in demand. It is estimated that upwards of 2,000 men are at present employed in the industry, and their wages for the present year will exceed $1,000,000. Production in 1907 is expected to exceed that of any previous year. Mica mining was very active, and at the factories girls for picking and sorting were in demand An increase in activity was reported in the mines of eastern Ontario. At Cobalt, Ont., shipments were steady, and it was estimated that about 3,000 men were engaged in the district at wages running from $2.25 to $3.00 per day. Production in the Tilbury oil district was upward of 40,000 barrels in April. Additional wells were shot during May. Prospecting and development work were active in the district north of Lake Superior. In Alberta the coal mines connected with the Western Coal Operators Association, which were temporarily closed during the last ten days of April, resumed work at the end of the first week of May, with the exception of the mine at Lundbreck belonging to the Breckenridge and Lund Coal Co, which will not resume operations for the present. At Lethbridge large outputs were reported. In British Columbia, the effect of the cessation of work in the Crow's Nest Pass Coal mines was to diminish the production of ore at Rossland and in the Boundary district, the smelters being forced

to husband their supplies of coal and coke. With the settlement of this difficulty in the opening week of May, steady recovery set in, and the outlook for an active summer season was very favourable. On Vancouver Island the coal mines were operating to full capacity, with men in some demand.

By Order-in-Council passed by the Government of the Province of Alberta, the Hon. A. L. Sifton, chief justice of the Supreme Court; Lewis Stockett manager of the Bankhead mines, and William Hanson, president of the Coleman Miners' Union, were appointed a special commission to investigate and report on all matters concerning the relations of employers and employees in the coal mining industry of the province. The rates of wages paid to labour, the length of time constituting a working day, the precautions taken to avoid accident or injury to employees, and the compensation of employees or their dependants in the event of death or injury while engaged in their employment, will be made the subject of special inquiry. The best method of adjusting labour disputes and of securing a steady coal supply will also be investigated. Sittings will be held in the principal coal mining localities, sessions having begun at Lethbridge on May 29.

New regulations for the disposal of coal mining rights on property belonging to the Crown in Manitoba, Saskatchewan, Alberta and the Yukon territory, were issued by the Government of Canada during May.

Manufacturing.

The month was favourable, manufacturing establishments in the several branches working full time, and in some cases overtime, with orders satisfactory. Boot and shoe establishments were somewhat quiet from seasonal causes. Makers of agricultural implements in Ontario also reported orders smaller than had been anticipated. Iron and steel manufacturing at Sydney, N. S., was busy, the Bessemer plant of the Dominion Iron and Steel Company having been formally opened on May 6. At Sault Ste. Marie, Ont., one of the blast furnaces was closed down relining. The output of the different rolling mills was heavy.

At the annual meeting of the Dominion Textile Company, annual sales were stated to have been $8,507,013.81, an increase of $376,008.86 in value over the previous year. The company has in operation 8,048 looms and 368,905 spindles, and employs about 6,000 hands, to whom wages of over $1,750,000 were paid, being a considerable advance over the preceding year. The sum of $205,825.82 was written off for repairs and betterments, leaving net earnings of $898,518.30 The outlook for the coming year was regarded as very promising.

Railway Construction.

Owing to the backward weather, inability to obtain railway ties ordered last year, scarcity of labour and the failure of railway companies to forward supplies promptly, the construction of the Grand Trunk Pacific line between Winnipeg, Man., and Edmonton, Alta., which, it was anticipated, would be ready in time to handle the crop of the present year, will be considerably delayed. Up to the middle of the month the frost was not sufficiently out of the ground to permit the resumption of grading between Portage la Prairie, Man., and Edmonton, Alta., and the beginning of active work was about a month later than last year. The scarcity of ties is in part due to the lowness of water in the streams during the autum of 1906 and the depth of snow during the winter season having prevented the getting out of the logs. The price of ties has advanced from 35 to 75 cents. It was stated that about 8.000 men will be employed this year in the building of the western section of the road. The whole of the route, with the exception of the first 20 miles out of Winnipeg, Man., has been approved, though about 700 miles remain to be finally approved, west of the Yellow Head Pass. Construction in the vicinity of Portage la Prairie, Man., was actively begun late in the month, and work on the section between that point and Winnipeg will be commenced at an early date.

The cold weather interfered with surveying operations and caused delay in the sending forward of railway construction gangs in northern Ontario and Quebec.

The Grand Trunk Pacific Railway Company will erect an elevator at Tiffin, Ont., to have a storage capacity of 2,000,000 bushels. The elevator will be built, for the most part, of reinforced concrete and will be fire-proof. About 24,000 cubic yards of concrete containing 35,000 barrels of cement will go into the work, as well as a considerable quantity of structural steel. A 1,000 H. P. electric power plant and a concrete wharf are included in the contract. The elevator will receive grain from lake vessels by means of two moveable legs capable of unloading 22,000 bushels per hour each. The elevator will be equipped to load 240 railway cars per day of 10 hours.

It was stated that upwards of 2,500 cars would be added at once to the equipment of the Canadian Northern Railway Company in Western Canada.

General Transport.

Railway employees of all classes had a very busy month. With the opening of navigation, grain came forward in larger quantities from Western Canada. There was still a scarcity of cars felt in some localities, but conditions showed an improvement compared with April.

It was stated that as a result of the increase in transcontinental traffic an additional tri-weekly train between Montreal and the Pacific coast would be put on by the Canadian Pacific Railway Company.

Traffic on the Great Lakes was very heavy after the opening of navigation. No blockade of grain had occurred up to the end of the month, though very heavy cargoes were being forwarded. It is estimated that the carrying capacity of the vessels on the upper lakes will be at least 1,200,000 bushels greater than last year, 13 boats having been added to the grain fleet. At Fort William, Ont., the beginning of the lake traffic was hampered by ice. After May 15, however, conditions were very busy. In Montreal also the rapid increase of business caused an accumulation of freight on the wharves that was taxing the transportation companies to the utmost of their capacity. The strike of longshoremen at that port further delayed shipments.

The first sailing of the tri-weekly service of the Canadian Pacific Railway Company between Owen Sound and Fort William, via Sault Ste. Marie, Ont., was made on May 11. Exceptionally heavy traffic is expected during the present season.

Ice in the Gulf of St. Lawrence interferred with ocean navigation, the extent of the ice fields being greater than in many years past. The first sea-going vessels arriving at the port of Montreal were the "Hibernia" and "Marina", freighters from Glasgow, Scotland, on May 2. The first coal steamer of the season arrived in port on May 4. The first arrival last year was on April 24.

Street railway earnings compared favourably with those of 1906, at several points (*).

The Board of Railway Commissioners for Canada recently instituted a series of inquiries with regard to railway wrecks, and more particularly in regard to the following:—(a) Broken rails as a cause of wrecks; (b) Fires caused by the upsetting of stoves or the ignition of gasoline. With regard to broken rails, the matter is being investigated by the Chief Engineer of the Board. In collecting information with regard to loss of life caused by fire in wrecks, the various railway companies have been communicated with, for the purpose of ascertaining their views in regard to certain recommendations of the Inspector of Railway Equipment. The Commissioners have also begun an investigation into the operation of the Bell Telephone Company and were sitting at Montreal, in connection therewith, at the close of the month Evidence will subsequently be taken in the city of Winnipeg, Man.

The winter shipping season of 1906-07 closed at St. John, N. B., in the opening week of the month. The amount of outward freight showed a considerable decrease as a result of the severe weather in Western Canada and the car shortage.

(*) See reports of Hamilton and Toronto correspondents.

On the other hand, there was a marked increase in imports and in the number of passengers handled.*

According to the annual report of the Quebec and Lake St. John Railway Company, the number of passengers carried during the past year was 325,639, while the number of tons of freight carried was 367,879. In the previous year the totals were respectively, 301,725 and 345,011. It was stated that construction work on the LaTuque branch had been carried on with a large force of men during 1906 and the past winter, the track being now laid to the thirtieth mile and the grading completed to the thirty-ninth mile. The men and material in connection with the National Transcontinental Railway commenced at LaTuque, are being forwarded over the new line. It was stated that the water power at LaTuque had been purchased by a syndicate of paper mill manufacturers which has also purchased extensive land grants and timber limits, and has contracted to furnish the railway with not less than 4,000 carloads of freight annually for the next nine years. The colonization movement in the Lake St. John district was stated to have made satisfactory progress.

The Trades.

Building.—The month was active. Labour disputes occurred at Ottawa, Ont., Toronto, Ont., and Vancouver, B. C., but no widespread interruption to operations was reported from this cause. At Toronto, Ont., Montreal, Que., and other points the outlook, at the close of the month, was that the amount of building during 1907 would exceed that of 1906. At Ottawa, Ont., and Winnipeg, Man., however, the number of permits issued to date showed a decline compared with 1906. The scarcity and high price of building material adversely affected activity at some points. The most active classes during the month were bricklayers, masons, builders' labourers, stonecutters and carpenters, but painters, lathers, plasterers and plumbers were well employed.

Metal, engineering and shipbuilding.—Iron moulders and iron workers of all classes had a good month, while machinists, metal polishers, brass workers, etc., were busy. Electrical workers and linemen were very busy. Iron shipbuilders were busy.

Woodworking and furnishing.—Sash and door factories were very busy, and woodworkers generally had a good month. Furniture, musical instrument and carriage and wagon making establishments were active. Coopers were busy on fruit packages.

Printing.—Printers and pressmen were in demand at several points, the month being a very busy one. At Toronto, Ont., negotiations were in progress with reference to the adoption of a new schedule of wages and hours. Bookbinders were well employed. Electrotypers, stereotypers and lithographers were busy.

Clothing.—Activity was well maintained among journeymen tailors, while garment workers were quiet from seasonal causes.

Textile.—Employees of textile establishments, including woollen and cotton mills, were very busy.

Leather.—The month was active for tanners, curriers, trunk and bag makers, leather workers on horse goods, etc.

Food and tobacco preparation.—Bakers and butchers were active with trade expanding in western Canada. Ice drivers were less active than in May 1906, owing to the cool weather. Cigarmakers and tobacco workers were active.

Miscellaneous.—Activity prevailed, but there was a surplus at certain points of clerks, stenographers and other employees at light occupations.

Unskilled labour.—The month was more active than April and there was a general demand for labour, though the continued cool weather delayed the beginning of outside operations in many branches and localities. The outlook was for a busy season.

Canadian Trade and Revenue.

Foreign trade.—During April, 1907, the total value of imports entered for consumption was $28,335,287, compared with $23,143,173 in April, 1906. Total domestic exports during April, 1907,

* See report of St. John, N. B., correspondent.

amounted to $9,751,849, compared with $13,362,662 in April, 1906.

The heavy export trade in wheat and flour with the Orient continued, several thousand tons having been booked for early delivery in China and Japan.

Imperial trade.—According to reports received from commercial agents of the Department of Trade and Commerce, Canada, there was a good outlook in Great Britain for pears and peaches of best quality carefully packed. Bent wood furniture, eggs, and timber for boxes were also in good demand. In Australasia, agricultural machinery and implements, pulp, paper, cement and oils were meeting favourable market conditions. Canadian farm tools and baled hay were in demand in Newfoundland. Canadian flour, cheese, oatmeal, fish and hay met steady market conditions in the British West Indies.

Domestic trade.—Retail trade was backward owing to the cold weather, and collections were affected throughout Canada. Improved traffic conditions facilitated deliveries from mills and factories, but the slow distribution of merchandize was still causing embarassment in some localities. Conditions were more promising in the closing week of the month, and the outlook was that with favourable weather retail stocks would be satisfactorily disposed of. Owing to the large amount of grain still remaining in western Canada the money market continued in a restricted condition, though some relief was experienced after the opening of navigation. A general tendency to curtail speculative investments was noted.

Owing to the high rates and demand for money during the past winter, banks have had a very profitable season. This was illustrated in certain statements published during May. The first annual report of the Sterling Bank of Canada (capital $1,000,000, of which $860,600 has been subscribed), showed net profits of $27,206.17. The premium realized on the sale of new stock, $171,151.38, was transferred to reserve fund. Deposits were $1,906,401.64. At the annual meeting of the Imperial Bank of Canada an increase in the capital stock of the bank was authorized. The paid up capital stock of the bank is $4,773,948.45 and the rest account the same. Net profits for the year were $719,029.04. The forty-seventh annual report of La Banque Nationale showed total profits of $252,360.90 out of which $150,000 were transferred to reserve fund. New stock to the value of $300,000 was issued during the year. Nine new branches were opened. Profits of the Bank of Montreal during the six month's period ending May 1, were $982,858.14, compared with $840,562.90 in the corresponding period of last year. Deposits showed an increase of $20,235,-148 and loans and discounts an increase of $12,933,463. At the sixteenth annual meeting of the Montreal City and District Savings' Bank net profits for the year of $156,614.95 were declared, with a balance from last year's profit and loss account of $51,005.54. From these amounts $100,000 were transferred to reserve fund, increasing the latter to $900,000 on a paid-up capital of $600,000.

Canadian revenue.—Canadian revenue during May, 1907, amounted to $8,293,-368.68. For the two months ending May 31, 1907, the total revenue was $15,120,907.69. The expenditure on capital account for May amounted to $805,681.00.

The Canadian bank statement for April, 1907, showed total assests of $951,053,557 compared with $943,695,386 in the previous month, or an increase of over seven million dollars over March, 1907, and of about one hundred million dollars in excess of April 1906. The total liahilities for April, 1907, were $773,904,327. In the preceding month the total was $765,737,503 The notes in circulation amounted to $77,622,403 in April, 1907 and to $76,805,143 in March. Deposits payable on demand totalled $167,217,947 in April, and $163,138,-594.26 in March.

Notes.

A scarcity of *school teachers* was reported in Manitoba.

The Master Printers' Guild of Ontario held its annual meeting at London, Ont., May 24–5.

The fifth annual convention of the *Labour Educational Association of Ontario*

bour Educational Association of Ontario was held at Hamilton, Ont., May 24. About eighty delegates were present. It was decided to increase the number of the executive from five to seven, to include representation from the eastern portion of the province.

By proclamation, published in the Canada Gazette of May 7, the Act passed at the recent session of the Dominion Parliament providing for the *inspection of canned goods, meat and fish*, will be brought into force on August 1, 1907. It was stated that a number of inspectors would be appointed to enforce the Act. Regulations are being drafted under the Act.

The *Commissioners* recently appointed to enquire into and report upon the operations of the existing Civil Service Act and kindred legislation, with a view to the recommending of such changes as may be advisable in the best interests of efficiency in the public service began the taking of evidence during May. A brief investigation into tendencies in cost of living was made at Toronto, Ont. Later the evidence of the deputy heads of departments was taken at Ottawa, Ont.

The company to be organized by manufacturers of Toronto, Ont., to provide houses within the means of workingmen, will be known as the *Cottage Home Builders' Association*. The list of provisional directors will include W. K. McNaught, M.P.P., James Ryrie, Edward Gurney, Alex. Laird, P. W. Ellis, Wm. Stone, Thomas Roden and Dr. S. M. Wickett. It is proposed to build 250 houses a year for four years at a cost to the purchaser of $1,200, payable in 12 yearly instalments. The cost has been calculated on a basis of 4 per cent. profit.

The *Montreal Technical Institute*, working in co-operation with the Montreal branch of the Canadian Manufacturers' Association and the Mechanics' Institute, will open night classes for technical training during the month of September, 1907. The building is equipped for domestic classes, sloyd and typewriting, and electrical and metal-working rooms will be equipped for use during the winter season of 1907-08. Technical education classes will also be carried on by the Monument National, Montreal. The Mechanics' Institute in Montreal, which has been in existence for about 15 years, proposes to sell its property at an early date and to spend the proceeds for technical education purposes.

On the 21st of May, representatives of the 13 municipalities concerned in the scheme for supplying Western Ontario with *electric power* from Niagara Falls met in Toronto and approved of the terms of the Ontario Power Co.'s tender accepted by the Government and the Hydro-electric Power Commission, and authorized the Commission to proceed with the work of surveying and preparing plans. The minimum quantity of power to be taken by each municipality is fixed at 8,000 h.p. The price for continuous 24 hours' power is to be $10.40 per h. p., per annum up to 25,000 h.p., and thereafter $10 per h.p., which can be increased to 100,000 h.p. per annum. The name of the organization was changed to the Niagara Power Union. Later in the month, an application from the Toronto and Niagara Power Company for permission to build a transmission line from Brantford to London was held over, on representations made to the government by the Union.

The first annual meeting of the *Dominion Steelworkers' Mutual Benefit Society* was held at Sydney, N. S., on May 17. The report of the directors for the year ended April 30, 1907, showed a total membership of 2,651. Sick benefits were paid in five cases which proved fatal and in 235 cases where disablement continued longer than one week. Claims for accident benefits were approved in the cases of three fatal and 319 other accidents. The total number of claims paid was 562, or over 21 per cent of the present enrollment. The total amount paid to members or representatives was $10,372.03, the average amount paid to each beneficiary being $18.50. Receipts from all sources were $24,876.60, from which payments were made amounting to $11,187.19. After the payment of certain pending expenses, it is expected that $11,000 will be set aside as a reserve for insurance claims and a proposed pension

fund. Certain changes in the by-laws were made, to facilitate the obtaining of reports of disablement and to enlarge the society's scale of benefits. (*).

During the month of April, negotiations were in progress at Toronto, Ont., between the *Toronto Milk Producers' Association*, whose members supply about 1 500 out of the 2,500 eight-gallon cans of milk daily consumed in Toronto, and the *Toronto Retail Milk Dealers' Association* with reference to the price to be paid during the present season. The dealers had been paying $1.10 and $1.15 per can. The producers demanded $1.30, and finally refused to bring in supplies at a lower rate, causing a considerable shortage during the earlier days of May. In some cases force was resorted to in order to prevent milk being delivered at the lower rate. At a meeting of the two associations held on May 6, it was agreed that the price of milk during the summer months should be left to arbitratition, the producers naming C. C. James, Deputy Minister of Agriculture, Ontario, as their arbitrator, and the dealers appointing His Honour Judge Winchester During the arbitration, the retailers offered to pay $1.22½ per can as a compromise, and the producers stated that they would accept $1.25. The award which was given on the 16th fixed the price at $1.23 per can, delivered at the dairies. The advance involved no immediate increase in the price charged to consumers, which remained at eight cents per quart for bottled milk and seven cents per quart for milk delivered in bulk.

Inquiry by Victoria, B.C., Board of Trade into Labour Supply.

During the month of February, 1907, an investigation was begun by the Board of Trade of Victoria, B. C., into the present condition of the labour market in British Columbia, having particular reference to the supply of labour available. A special committee of the board was appointed, and employers and employees were invited, through advertisements inserted in the daily press, to communicate with the board as to the need or otherwise of the introduction of skilled or unskilled labour. A circular letter of inquiry was also sent out by the secretary of the board to labour organizations, fruit growers, farmers' associations, etc., throughout the province (*). As the information collected in this manner was not considered sufficiently comprehensive, the committee later held a series of meetings for the purpose of hearing oral testimony. About the same time, a meeting was called under the auspices of the Trades and Labour Council and of the Labourers' Protective Union of Victoria, for the purpose of presenting the views of labour in this connection (**). The committee of the Board of Trade presented its report during May. The report states that a shortage of labour was found to prevail in every branch of industry with regard to which inquiry was held, including lumbering, farming, fruit-growing, shipbuilding, the iron industries and domestic service, though the wages paid were similar to those prevailing in the state of Washington and higher than those paid in eastern Canada. Since the imposition of a prohibitive head tax on Chinese, no provision has been made, according to the committee's report, for supplying the province with the unskilled labour necessary to meet the growing demands, while in the case of skilled labour the employer is forced to depend upon the voluntary coming in of the men. The committee recommended as follows:—

a. That the Provincial and Federal Alien laws be immediately su pended.

b. That the Provincial Government immediately appoint one or more competent agents, to act under the supervision of the Agent General to travel through the industrial centres of Great Britain and give information as to the labour requirements and conditions in British Columbia.

c. That some plan of assisted immigration be extended to farm labourers, unskilled workmen and domestics. We believe that employers of these classes would readily undertake to reimburse the Provincial Government for an outlay in this account.

With reference to the above report, the Victoria Trades and Labour Council

* A special article describing the organization of this Association. with its Constitution and By-Laws, was published in the January, 1907, issue of the *Labour Gazette*, at page 783.

(*) A copy of this communication, which set forth the full scope of the board's inquiry, was published in the *Labour Gazette* for March, 1907, page 985.

(**) A statement with reference to proceedings at this meeting was published in the April, 1907, *Labour Gazette*, page 1005.

adopted a report recommended by its executive committee, which included the following resolution:—

"Wheras the recent inquiry by the board of trade into the alleged shortage of labour has shown itself to have been both unfair and farcical, unfair, inasmuch as the committee conducting same refused to allow a representative of organized labour to ask questions for the purpose of bringing out certain essential facts relative to the supply of labour; and farcical in that the several persons giving evidence, while ostensibly acting in the interest of the community at large, their evidence shows that they were actuated by a desire to promote their particular interests at the expense of an important class of people in the community; therefore be it

"Resolved that this council warns the government not to attach any importance to any recommendation based on such evidence without first causing a full and fair inquiry to be made into the whole question."

At Vancouver, B. C., also, a resolution with reference to the supply of labour passed by the Board of Trade, was circulated among manufacturers, business men and others, and presented for the consideration of the provincial government.

II. REPORTS OF LOCAL CORRESPONDENTS

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were active throughout the entire month, which compared favourably with May, 1906. Business, however, was not so active, and spring trade conditions were one month behind other years. The coal and steel industries were active, and showed increased outputs over the month of April. Shipping was much hindered by drift ice, which was retained on the coast by unfavourable winds. The building trades became active and will have a busy season. The mining districts and small towns will probably do more building than the larger towns of North Sydney and Sydney. In the latter there will be much new work under way in the construction of workshops and foundries.

The output of coal for May was slightly greater than in May, 1906, but shipments were not so heavy. The Dominion Coal Company, which usually begins its heavy shipments from International Pier, on Sydney Harbour, were forced to use the Louisbourg Harbour during the greater part of May. This Company banked 275,000 tons of coal during the winter months, and will use five coal carriers in its Montreal trade this summer. The output of the Nova Scotia Steel Company during April amounted to 57,250 tons, and the May output was much larger. This company expects to mine about as much coal this year as last. All its collieries were on single shifts. The average daily output was as follows:—Sydney, No. 1, 1,000 tons per day; No. 3, from 1,200 to 1,300; No. 3, from 300 to 400. The Nova Scotia Steel Company has 90,000 tons in its coal heap. Coal is also being mined at No. 4 colliery in the Bras d'Or section; this mine will be gradually developed. The Inverness collieries had a good month, their output being largely in excess of that of May last year. Port Hood is expected to have a good year. The Pictou collieries were busy, but the Cumberland collieries were still affected by car shortage. The Cumberland Railway and Coal Company increased its output in April and also in May. The Dominion Iron and Steel Company is still prospecting at Point Aconi, and has put down several bore holes to ascertain, if possible, what the coal seams lying under the water may contain. The Dominion Coal Company has been thoroughly testing the Lingar coal areas with the view of opening collieries. The sites for two slopes have been located, and work on these will be carried on in a less hurried manner than similar work in other collieries at the same stage of development. A large steel bankhead is rising above the mouth of the Allan shafts. It is stated that the Maritime Mining Company, owning the Chignecto coal mine and railway in Cumberland county, has purchased the coal and railway properties of the Canada Coal and Railway Company otherwise known as the Joggins property. The North Atlantic Coal Company is improving the surface works and the

steam plant of the colliery at Port Morien, with the view of obtaining greater efficiency.

The blast furnaces of the Nova Scotia Steel Company were running steadily, with a daily output of 200 tons of pig iron; the four open hearth furnaces were also producing 200 tons daily. All departments of the Sydney Steel Works were running steadily. Two Bessemer converters, of 15 tons capacity, were put into operation and were giving good results. The Bessemer process of steel making works rapidly; as a result, the daily output is said to be increased about 50 per cent. The construction of seven additional batteries of coke ovens has been begun. These ovens are to be of the "Bee-hive" type. Ten batteries, of 50 each, are now in operation; with the new ones to be erected, the number of ovens supplying coke will amount to 850 in all.

The site for the National Rolling Mill Company's plant has been selected and the work of construction begun; railway sidings are being surveyed. The chief buildings will be composed of structural steel; as this material is very scarce, twelve months will be consumed in procuring the necessary material and constructing the works.

A joint stock company capitalized at $100,000 has been formed in Sydney, to manufacture brass and iron castings. A large building, 70 x 180, will be erected at once, and the new company will employ at least 80 workmen.

The telephone system between Sydney and Halifax has been improved by the opening of a new line, necessitating the laying of a new cable across the Strait of Canso. The business has increased owing to the improved facilities afforded.

Wholesale trade was quiet, but retail trade was fairly good.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather was cold and backward, but favourable for the preparation of the soil. Much work has been done in getting the ground ready for seeding. Very little planting has been done in Cape Breton, but the first of June will no doubt see the seeding completed, and growth may be very little behind that of last year.

Fishing.—A new vessel driven by gasoline has been put into use for fishing and carrying fish to the larger markets from the Lingar and other parts of the Cape Breton coast. During the whole month drift ice rendered fishing an uncertain and dangerous task. Lobsters were reported plentiful. Harbour herring in great shoals were found. No such run of spring herring has been seen in these waters for many years. A number of the Louisbourg fishermen will give up the Cape Breton waters for the Bank fisheries, and have fitted up for that purpose. Drift ice has blocked the harbours of Cape Breton and has caused a decrease in the output for the month.

CONDITION OF PARTICULAR TRADES.

Active conditions prevailed in all trades and are likely to continue during the season.

DISTRICT NOTES.

North Sydney.—The municipal authorities of North Sydney are considering the offer of the Marine Railway Company to improve the "slip property" by erecting new machinery and building a new cradle with a capacity for vessels of six hundred tons and upwards. It is estimated that the cost of the proposed improvements will amount to $25,000. The Company asks a bonus of $10,000 payable in ten years, and exemption from taxation for twenty years. The matter is still under consideration. The assessment value of this town for 1907 amounted to $1,831,100, an increase over 1906 of $34,450. The rate is fixed at 1½ per cent.

WESTVILLE, N. B., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was increased activity in the coal mining industry during April, the

collieries showing an increased output compared with the corresponding month of last year. The backwardness of the weather somewhat retarded shipping by water. On May 5 the steamer "Avso" left with a cargo of coal for Montreal, but in consequence of ice encountered in the gulf, had to put in at Georgetown, Prince Edward Island. The Acadia Coal Company's chartered steamer "Universe," of 4,000 tons capacity, while en route from New York was wrecked off Canso, the crew being saved. The Sutherland Rifle Sight Company has awarded the contract for the erection of its new buildings to W. R. and D. McKenzie, who are now hurrying the work to completion. The ratepayers have instructed the town council to borrow $10,000 for the purpose of extending the water service. The leading industrial establishments were fully employed, with excellent prospects for the future. Carpenters and joiners had very fair prospects of a busy summer's employment. Business premises and houses suitable for workingmen were in demand, a number of houses are about to be erected, and one firm in the district purposes the erection of 60 new cottages suitable for its workmen. A large boarding-house is also in course of erection. Wholesale and retail trade was generally good.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Weather conditions have made it difficult for farmers to commence work. Produce met with a ready sale at good prices.

Lumbering.—The lumbering industry, taking into consideration the backwardness of the season, was fairly active, supplying the collieries with the necessary pit timber.

Manufacturing.—All branches were very brisk, with a slight demand for workmen in some departments.

Mining.—The output at the collieries in this district for April exceeded that of the corresponding month of last year by some 9,000 tons. There was a limited demand for additional workmen at several of the collieries, especially for unskilled labourers.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been for the most part active, and had it not been for the continued cool weather, would have been more active than in the corresponding month for many years past. The building trades were showing much activity, and the new buildings, alterations, etc. now in course of erection or about to start, betoken a busy summer. Business generally in other lines was active, and indications point to increased activity. The stevedore labourers on the water front, employed principally in loading and discharging steamers, applied for an increase of pay from existing rates—20 cents per hour, day work and 25 cents per hour, night work—to 25 cents and 30 cents respectively, and went on strike. The men are not organized, and all firms are so far not affected. The men contended that as 35 and 40 cents per hour is paid to the same class of workers at St. John, N. B., they were deserving of the increase.

The Trades and Labour Council has requested several of the leading clergymen of the city to deliver a series of lectures on labour questions, and already several interesting addresses have been given, while several others are promised.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops are backward owing to the weather, but farmers generally expect a fair crop.

Fishing.—This branch of industry was quiet, although there had been considerable activity at times along the coast. Cold weather has prevailed, and up to the present time few mackerel have been taken, though several schools have been sighted. As the weather improves, good takes are expected. The weather has also retarded lobster fishing.

Manufacturing has been about normal.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons have been very busy, with good prospects for the coming season. Carpenters and joiners have had a busy month. Lathers and plasterers have had only a fair month, but expect to be busy as the season advances. Painters and decorators and paperhangers have been busy since the season opened. Plumbers, gas and steam fitters were well employed. Stonecutters had an active month. Builders' labourers were very busy and were difficult to obtain.

Metal, engineering and shipbuilding.—Boilermakers have been active. Other lines have been fully up to the average.

Printing and allied.--Printers and pressmen had a busy month. Bookbinders have had an active month, with no slackness in sight.

Clothing.—Tailors and garment workers did not experience as busy a month as usual, but with the improvement in the weather, activity is indicated.

Other lines were up to the standard.

Unskilled labour was in demand.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The past month has been an exceedingly busy one, the advent of warm weather giving new life and activity to building operations. The coming summer will in all probability be one of the busiest ever experienced. Permanent streets and sidewalks, some large brick and stone buildings, and several new dwellings are being built. There is a strong demand for labour, with high wages for good men. Carpenters and bricklayers, stone cutters and masons, are especially needed. Unskilled labour is in demand, good men easily commanding $1.50 per day and upwards. Carpenters, bricklayers, and indeed the majority of mechanics employed in Amherst are dealt with as individuals, and not as members of a union. The wages generally are high, owing to the demand, but rent and board are also above the average. Harmony prevailed between employers and employees.

The rolling mills in connection with the Rhodes-Curry & Company started during the month, employing over 100 workmen; this number will be greatly increased as soon as the men can be secured. The Rhodes-Curry Company has been very busy in the production of box cars, turning out on an average 14 cars daily.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The backward spring has seriously delayed farming operations, and the season's crops will not be in the ground until well into June. Scarcity of hay is reported from several sections of the county, but it is not expected that there will be any serious inconveniences.

Fishing.—The lateness of the ice in disappearing from the Northumberland Strait handicapped lobster packers. Traps were set and preparations made for the opening of the season, but the wind drove the ice fields into the bays and harbours, inflicting much damage on apparatus. The packers are now asking for an extension of the season.

Lumbering.—The lumber cut during the past winter was above the average. The winter was favourable, but there was a general scarcity of men. A few years ago $20 to $22, with board, was considered a fair wage; this winter lumbermen were freely offering from $25 to $30 for good choppers. Stream drivers, sawyers and millmen in general are receiving from $2 to $5 more than in former years.

Manufacturing.—This branch was very active, many industries working day and night in the endeavour to keep up with orders.

Mining.—The Eastern Coal Company is rapidly developing its valuable property at Maccan Station. It has already spent about $50,000, and will continue development work during the summer. Bankhead buildings are now under construction, and the most modern machin-

ery has been ordered. The mine when completed will be one of the best equipped in the province. The coal is of excellent quality. More men are required for outside work.

Railroad construction and employment.—The Maritime Railway Coal and Power Company has acquired the large coal areas of the Canada Coal Company, together with the railway dwelling houses of the Company. This is one of the largest and oldest coal areas in the province. It is the intention of the new company to begin sinking operations in the water areas of the property, that is that portion that extends under the Bay of Fundy.

CONDITION OF PARTICULAR TRADES.

Building.—Half a million dollars, it is estimated, will be the minimum amount spent in building operations in Amherst this year. Abundant labour must therefore be provided. There is a great demand for all classes under this head.

Metal, engineering and shipbuilding.—Moulders, iron workers, etc., were greatly in demand. A number of men could find employment in the rolling mills here at good wages.

Woodworking and furnishing.—Work is sometimes unsteady for lack of stock, but not for want of orders.

Unskilled.—This class can find abundant employment during the present summer at street work, building operations, lumber shipping, about the mines, and in many other branches. Good wages are being paid to competent men.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, corresponden', reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market in May was more favourable than during April, there being greater activity in building. In Summerside, which suffered severely by fire last autumn, many new buildings were started. The continuation of the construction of the breakwater at Summerside will also furnish additional employment. At Charlottetown material is being assembled for the building of a new concrete wharf for the railway company; the new railway station is being hurried to completion. A large force of men are employed on the new railway work. The Prince of Wales College additions are being rapidly proceeded with. At Souris the contract was let for the construction of a new railway pier. This spring has been one of the most backward in the history of the province, the ice remaining around the shores to an unprecedented late period. It was not until the fifth of the month that the summer steamboat service was inaugurated. The service was seriously interfered with and the congestion of freight which prevailed at the beginning of the month was not fully removed till about the end of the second week. Wholesale and retail merchants reported trade normal.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding was not general until near the end of the month, owing to the cold and backward season.

Fishing.—The lobster season was about two weeks later in opening than last year, but the catch so far has been up to the average. The herring fishing, especially in the East end of the Island, has been exceptionally good. At Souris Mr. J. J. Cowie, the Scotch expert, gave a practical demonstration during the month of the Scotch method of curing.

Railroad construction and employment.—Work on the new station, the new car shops and on dredging around the wharf at Souris were the main features of the month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were active, as were lathers, plasterers, painters and decorators, paperhangers, and plumbers. Builders' labours were actively employed.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers, blacksmiths and bicycle workers were also active.

Woodworking and furnishing.—Woodworkers, upholsterers, carriage and wagon makers, and car builders were active.

Printing.—Printers and bookbinders found employment active.

Clothing. — Journeymen tailors, garment workers, boot and shoe workers experienced active conditions.

Food and tobacco preparation.—Bakers, confectioners, butchers and tobacco workers were active.

Leather.—Tanners, curriers and saddlers were actively employed.

Miscellaneous.—Barbers, clerks, stenographers, etc., were more or less actively employed.

Transport. — Railroad train crews, telegraphers, switchmen, trackmen, freight-handlers, steamboatmen, longshoremen, teamsters and expressmen were active.

Unskilled.—There was a good demand for labour.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during May increased in activity in nearly every branch. There seems to be no doubt that the coming summer will witness marked ndustrial progress and prosperity. The building trades were very active, about twenty dwelling houses being in course of construction, while a large amount of repair work, and alterations, additions, etc., was in progress. Civic improvements of an extensive nature were being carried out, a considerable number of workmen being employed on the construction of sewers and street improvements. Contracts have been let for the building of a large and well equipped fire station, to cost about $10,000. Work upon the new Intercolonial Railway shops, which was much retarded by unfavourable weather last month, is now being actively carried on, and labourers both skilled and unskilled find ready employment. About three hundred workmen are now employed and much modern labour-saving machinery is being used. Unskilled labourers receive from $1.50 to $1.75 per day; ordinary carpenters, $2.00, and first-class mechanics $2.50 to $3.00 per day. The freight car repair shop is nearing completion and in another month will be ready for occupation. A deputation from the Board of Trade and the City Council waited upon the Deputy Minister of Railways on the 21st instant, asking that when the old Intercolonial Railway shops are vacated they be leased to a concern which proposes to establish extensive works for the construction of steel and wooden cars, furnishing employment to from one thousand to two thousand persons. The City Council has guaranteed free light and water together with exemption from City taxes for twenty years, as an inducement for the location of the works here. The Board of Trade at its annual meeting showed an increase in membership from thirty-four in 1901, to one hundred and one this year. Publicity and Manufacturing Committees were appointed for the purpose of obtaining data as to shipping facilities, water advantages, building sites and other information useful in inducing persons or companies to locate here. The School Board has granted increases in salaries as follows: The principal of the High School, $100 per year; the principal of two other schools, $50 each; two class room teachers, $150 each; one class room teacher, $50, and one other teacher, $35 per year. Retail trade was good and wholesale expanding. The Customs' returns for April show imports $71,502.00, and duty $8,328, as compared with imports $34,321 and duty $4,820 for April, 1906. The City druggists have agreed that during the summer drug stores will only be open on Sunday from 9.30 to 10.30 a. m., 3 to 4 p. m. and from 8 to 9 p. m. No material changes have taken place in rates of wages or hours of

labour, and relations between employers and employees have been without friction.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather during May was cold and as a result seeding was not well advanced. Farmers were very busy and help scarce. The cheese and butter factories throughout the district were in active operation. Pasturage is backward and the scarcity of feed materially affects the production of milk. Prices of produce of all kinds were very high, hay selling at $14 to $16 a ton, oats at 60 cents a bushel, potatoes and buckwheat at 70 cents per bushel, and butter at 25 cents per pound.

Fishing.—Good catches of herring were made and fishermen were actively employed.

Lumbering.—The mills were very active manufacturing the winter's cut, while at the various wharves, vessels were loading for the foreign markets.

Mining.—The Strathcona Coal Company is about to install a compressed air plant and coal cutting machinery for the more economic production of coal. The Albert Manufacturing Company has purchased the Pine Rock Quarries and has a large number of workmen employed getting out gypsum of excellent quality.

Railroad construction and employment.—Construction work on the International Railway is being rapidly advanced. Contracts for clearing and grading, and for masonry work of a fifty mile section, from St. Leonard, East, have been let.

CONDITION OF PARTICULAR TRADES.

Building.—Masons, carpenters, joiners, lathers and plasterers were in good demand Painters, decorators, etc., were very busy, with the supply unequal to the demand. Stone cutters were active, and builders' labourers well employed.

Metal, engineering and shipbuilding.—General activity prevailed. Linemen were very busy extending telephone lines. Stove mounters were active and in demand, while blacksmiths and horseshoers were busily employed.

Woodworking.—All branches, with few exceptions, were actively employed. Woodworkers were rushed with work. Upholsterers, varnishers and polishers, carriage and car builders, and pattern makers were active.

Printing.—Printers, pressmen and bookbinders had plenty of work on hand.

Clothing.—Journeymen tailors were busy and somewhat in demand. Garment workers were active, with the supply equal to the demand.

Food and tobacco preparation.—Bakers, butchers and meat cutters reported an active month.

Leather.—Tanners and curriers were busy. Work with leather workers was normal.

Miscellaneous.—Barbers, clerks, stenographers, delivery and restaurant employees were actively employed with some in demand. Laundry workers were active.

Transport.—Railway train crews were very busy, and trackmen, carters, teamsters and expressmen were active. Livery men have decided to raise prices 25 per cent.

Unskilled labour.—The demand for this class was very great, and able bodied men found ready employment at good wages in various industrial operations.

DISTRICT NOTES.

Sackville.—Building operations were active. The Waterworks System was being extended and a large number of men employed, with more needed. A project is under consideration to purchase a dredge and make an effort to reclaim 5,000 acres of marsh lands.

CHATHAM, N. B., AND DISTRICT.

Mr. Theo. DesBrisay, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

With the opening of navigation, trade and industry immediately became active. The change from winter to summer conditions is particularly important on the

Miramichi, as there are usually at this time of the year between 1,800 and 2,000 employees who have returned from the camps and are waiting for employment in the mills. In Chatham alone about 400 men are given immediate employment by the J. B. Snowball Company and the Miramichi Lumber Company, which are the largest operators on the river, sawing respectively about 82,000,000 and 15,000,000 feet each year. This year a new rossing mill will be opened at Morrison's Cove, a new planer at Nordin and a new mill on Bartibugue Island. The number of men employed by the several companies are approximately as follows:—

Company.	Number of men.
Miramichi Lumber Co., (two mills). ...	250
J. B. Snowball Co., Chatham mills.....	230
Sinclair Lumber Co.....	125 to 160
T. Lynch.....	100 to 240
W. A. Hickson.....	75 to 125
Allan Ritchie.....	150 to 200
Geo. Burchill & Son.....	75 to 100
John O'Brien.....	40 to 60
Flett Lumber Co.....	50 to 75
Nordin Lumber Co.....	60 to 80
Turnbull & Munroe.....	40 to 60
E. Hutchinson.....	75 to 100
A. & R. Loggie.....	100 to 125
Damery & McDonald.....	30 to 60
N. B. Lumber Co.....	30 to 50

Wages generally remain about the same as last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy.

Lumbering. — The lumber operators have commenced driving logs and some of the mills have started to cut.

Navigation.—River boats have commenced running. The steamer "Renwick" arrived from Sydney loaded with coal for the Miramichi Pulp and Paper Company.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons, lathers and plasterers, painters and paperhangers, steam-fitters and builders' labourers were active.

Metal, engineering and shipbuilding.— All were actively employed, and in some instances were busy.

Woodworking and furnishing.— Busy conditions prevailed in all branches.

Printing.—Printers and pressmen were busy.

Clothing. — Journeymen tailors and garment workers had active employment.

Food and tobacco preparation.—Bakers and confectioners were busily employed, and ice-handlers were active.

Leather.—Trunk and bag makers were also actively employed.

Miscellaneous.—Barbers were actively employed, and delivery employees, hotel and restaurant employees, laundry workers and furriers were busy.

Transport.—Busy conditions prevailed in all branches, especially with steamboatmen.

Unskilled labour.—This class was in good demand.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market is improving as the season advances, and the outlook is for a brisk summer. Several new buildings will be erected. Work is rapidly progressing on the new building for the Royal Bank of Canada. The Partington Pulp and Paper Mills Company is adding a three-story brick building to be used as a general office, time office and warehouse. A brick barn and blacksmith shop will be commenced shortly. Mr. A. Johnson is about to establish a plant in Indiantown for the manufacture of printing press rollers. Pile driving for the street railway track which must be moved and straightened in St. John West, together with the construction of the street car line to Rodney wharf, wharf building and dredging operations, the enlargement of the apple shed near Bay shore and the erection of a cold storage warehouse, will give employment to a large number of workmen during the summer. The Provincial Government has called for tenders for the masonry

superstructure and approach of Cushing Canal at Lancaster, St. John County, also for building two masonry piers of the Fredericton highway bridge, as well as for constructing two metal superstructure spans of the latter bridge of 252 feet 8 inches each.

During the winter-port season of 1906-7 there arrived 117 steamships of 461,934 tons against 113 steamers of 389,036 tons last year, an increase of 72,898 tons. The sailings from St. John with cargoes consisted of 115 steamships. Two of the Donaldson line steamers after discharging inward cargoes went to Baltimore to load, and took away Canadian goods valued at $12,884,786, and foreign goods valued at $6,585,644. To these figures must be added $650,000 worth of Hudson Bay Company's furs, etc., shipped by express which would make a grand total shipment of $20,120,430, against a total shipment last year of $23,615,001. The decrease in value of outward shipments, as compared with last season is $3,494,571. The shipment of wheat is only a little over half the amount sent forward last year, but the shipment of deals is much greater than in any previous year. About 60,000,000 feet of spruce deals were shipped, while the average for previous years was about 47,500,000. In birch timber, some 2,500 tons were shipped. Among the principal products forwarded were 181,961 sacks of flour, 3,829,270 bushels of wheat, and 260,167 bushels of oatmeal and oat products. The shipment of live stock also showed a decline as compared with last season. This season 30,553 head of cattle were sent forward, against 34,561 last year, sheep 1,371 against 4,006, horses 59 against 60. The five steamships which sailed for South Africa took away Canadian goods valued at $616,758 and foreign goods valued at $409,666, making a total value of $1,026,424. The amount of money paid out for wages and other disbursements is estimated at over $225,000.

Bank clearings for the four weeks ending May 23 were $5,178,926 and for the corresponding period last year $4,451,731, being $727,195 greater in 1907 than in 1906 and $458,318 in excess of the four weeks ending April 25, of the current year

On April 30th the management of the Shiplabourers' Association waited upon the employers, and informed them that commencing May 1st, wages would be forty cents per hour, and double time for Sundays and all holidays, also that work would be suspended on Saturday afternoons, and that from 7 o'clock on Saturday until 7 o'clock on Sunday double time would be counted. The steamboat people acceded to the demand under protest, in order that the vessels then loading might get away on schedule time. The Shiplabourers' Association held a meeting on the evening of May 1st and rescinded the resolution calling for a Saturday half-ho iday, but no action was taken in regard to the communication from William Thomson & Co., to refer the agreement of 1906 to arbitration. The management of the Cornwall and York Cotton Mills announced to their employees that from and after May 15, their wages would be advanced 10 per cent. The employees number between 550 and 600. On May 18th, Messrs. Randolph & Baker, lumbermen, acceded to a request for an advance made by their employees, when the wages of every man in the mill was raised 10 per cent. Messrs. Stetson, Cutler & Co., have also granted the increase of 10 per cent. asked for by the employees in their mills. The scowmen who are employed by the lumber shipping firms are asking for a raise of 50 cents a day. The present rate of pay is $2.50, and they are demanding $3.00. On refusal of the demand a strike was declared. About 80 men were affected. The printers and bookbinders began the half-holiday movement on May 4th. The master blacksmiths have signed a petition agreeing to the Saturday half-holiday which has been in force during the months of June, July and August for several years past.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Sackville is soon to have a model orchard, and a thorough test will will be made of the suitability of our

climate for the growing of apples. The orchard will comprise two acres, on which one hundred apple trees will be planted under the direction of the Deputy Minister of Agriculture, and will be attended to and controlled by the Department for ten years.

Fishing. — The Charlotte County Fishermen's Union has decided to accept $8.00 per hhd. until 15th of June, $6.00 until the 15th August, and $4.00 for the remainder of the season, for sardines. The salmon season has opened and a few small catches have been made. They are selling at thirty cents per pound. Gaspereaux have been caught in large quantities, and a good run of shad was reported.

Lumbering.—Lumber operators on the English Two Lady, a branch of the St. Francis, arrived in Fredericton with their men May 21, the drive reaching safe waters in the St. Francis on May 20, and the cut amounting to 2,500,000 or 3,000,000 feet. It usually takes two years to get a drive out of the English Two Lady. The Scott Lumber Company's Smoky River drive on the St. Francis, which amounted to 1,500,000, is in corporation limits, and will be driven to the St. John River upper corporation limits by the St. John Lumber Company, which has the forwarding of 2,500,000 logs on the same stream. The big drives on the Miramichi will all be in corporation limits soon. There are between 8,000,000 and 10,000,000 feet of logs in Southwest Miramichi booms already. The entire 39,000,000 of new and old lumber for the bushing Company will come out from Baker Brook and the Southwest Branch. The conditions for driving were never better than during the present season. Before the season closes at least 10,000,000 feet of logs will come to Springhill. The highest price paid was at Springhill being $13.00 per thousand for merchantable spruce logs mixed with a few battens. Other prices were, spruce battens $16.00, hemlock, $8.50, and hardwood $8.50.

Railway construction.—Work on the Grand Trunk Pacific in New Brunswick has been commenced, the first operations being on Division 5, which is between Edmundston and the Quebec Boundary. Work has also been begun at two other places, one contract starting near Grand Falls, and the other some distance further up.

CONDITION OF PARTICULAR TRADES.

Building.—All lines were active.

Metal, engineering, etc.—All branches were active.

Woodworking and furnishing.—Woodworkers and shingle weavers were active.

Printing and allied. — Printers and pressmen were very busy, working overtime. Bookbinders were active.

Clothing. — Journeymen tailors were very busy.

Food and tobacco preparation.—Cigarmakers were active.

Miscellaneous. — Broommakers were very busy, working overtime.

Transport.—All lines of transport were busy.

Unskilled labour. — This class was active.

DISTRICT NOTES.

Fredericton.—A large four-story brick building will be added to the Queen's Hotel.

Bayswater.—A summer hotel is now in course of construction.

Sackville. — Negotiations have been under way between the Charles Fawcett Manufacturing Company and leading officials of the Moulders' Union with the result that ten of the old union men have gone back to work. It is proposed to retain the men who have been working with the Company for some time past in order to meet the demands of business. The Company would be glad to secure the services of about fifty additional men.

QUEBEC, QUE., AND DISTRICT.

Messrs. E. Little and P. J. Jobin, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Notwithstanding the prevailing cold weather, labour conditions were more

active during May than in April. The building trades were busy, a large number of new buildings, consisting for the most part of residences, being in progress. The Bank of Montreal, the Quebec Bank, the Union Bank and the Banque Nationale are erecting new branch offices and renovating their other premises. Navigation opened early in the month, and employment on the wharves has been very active owing to the congestion of traffic caused by the delayed opening. The ice jam at Cap Rouge gave way on May 1, and the steamers detained in this port proceeded to Montreal on the 2nd. On the same date, the first vessel of the season arrived from Montreal. In 1906, the first vessel from that port arrived on April 19, so that communication between the two ports was 13 days later in opening this year than last. Heavy contingents of immigrants were landed. Indications are for an active summer season. There are no labour disputes in prospect.

The Bell Telephone Co. and the Quebec Gas Co. both have large gangs of men employed laying conduits for wires and gas pipes.

The last piece of crib work for the new quay wall of the Louise Dock was successfully sunk in position on the 27th. The work on the remaining portion is being pushed to completion.

Policemen, firemen, corporation labourers, tanners and curriers received an increase during May. In the case of tanners and curriers the increase was from $8.25 to $10.00 per week, and 150 employees were affected. Carpenters and joiners in the employ of 17 firms received an increase on May 1, and coal carters were advanced from $2.50 to $3.00 per day. The advance granted to the corporation labourers was from $1.25 to $1.37–$1.50 per day.

Two unions affiliated with the Federation of Textile Workers of Canada were formed at Montmorency Falls, Que.

An early closing by-law, by which hotels and restaurants selling spirituous and fermented liquors were required to shut down at 7 p. m., on Saturdays, went into effect on May 4.

According to the annual report of the Fire Brigade the loss of property in Quebec by fire during 1906-07 was $83 860 and the loss on stock, $131,865.

Between the years 1896-1897 and 1906-1907 an increase in the cost of living of 35 per cent has gone into effect at Quebec. The increase has been made up as follows:—Groceries, increase 20 per cent; fuel, increase 20 per cent; butter, increase 35 per cent; rents, increase 60 per cent; milk, increase 25 per cent; vegetables, increase, 30 per cent; meat, increase 20 per cent.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—As a result of the continued cold weather agriculture was in a backward state, the season being from two to three weeks later than last year. Farmers were busy sowing.

Lumbering.—Work on the drives was in full progress, and the outlook was favourable for the supply at the mills. Logs on the lakes have been held in the ice to an unusually late period. A number of the largest mills have not yet commenced sawing.

Railway construction.—A large quantity of structural steel has been forwarded to Quebec for use on the Quebec Bridge. With the completion of work on the approaches, structural operations will advance rapidly.

CONDITION OF PARTICULAR TRADES.

The *building, metal* and *printing trades* were busy. *Boot* and *shoe* workers were quiet. *Cigarmakers* were active and the *leather* and *transportation* branches busy. *Unskilled labour* had a busy month.

DISTRICT NOTES.

St. Malo.—The excavation for the new Frontenac Gas Works was commenced on the 28th, some 75 men being started to work.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been active during May, all branches of industry being fully employed. The building trades

were very active; in addition to many new residences there were several business blocks under way, besides new buildings on the exhibition grounds, where about $30,000 will be spent on new constructions and improvements. As a consequence, all branches of the building trade more than absorbed the labour offering. A new factory for a branch of an American Manufacturing Jewellery Company is well under way, and is expected to start up about the month of September. Work on the erection of the new shops of the Canadian Rand Dri l Company was being rushed, to enable the Company to get out orders on hand. This Company cannot secure sufficient help, and in consequence a night gang has been running for some months past. The Company has many orders for mining machinery for the Cobalt and Larder Lake districts. The same conditions existed in the Jenckes machine works, where mining and other machinery is turned out. This firm has orders to fill from industrial centres ranging from the lower provinces to British Columbia. During the past month there has been an influx of British workmen, and they have all secured work in the various industries. The Paton mills were running full time and could have given employment to more help. The Magog Woollen Mills, which is a small factory where Canadian wool is chiefly used, have started up again after being closed down for repairs. The Modern Bedstead Company's factory is again running with a full staff, temporary repairs having been made after the recent fire. The Grand Trunk Railway Company has just completed a new Union Freight Shed, and new tracks have been laid in the yard to relieve the congestion of traffic. The station building will be remodelled, and additions made to accommodate the various express companies. A new granolithic platform will be laid. When all improvements are completed the company will have expended about $30,000. The Provincial Government has made a grant of $5,000 towards the erection of a Provincial dairy building at the fair grounds, so that practical demonstrations in dairy work can be carried on for the benefit of farmers and others interested, during the two weeks of the fair. Work on the new cigar factory about to be erected for W. R. Webster & Company has been commenced. The custom duties for this port during the month of April showed an increase of $4,481.41 over those of the corresponding month of last year. Both wholesale and retail houses reported business very good, although the dry goods and gents' furnishing stores say that the backwardness of spring has affected them somewhat.

The carpenters of the City were to have applied for an increase of wages on the first of May, but a majority of the employers granted an increase from 20 to 25 c. an hour, and reduced the hours on Saturday to nine instead of ten. The engineers and firemen employed on the Quebec Central Railway have secured an advance in wages equal to about 10 per cent. The Workingmen's Independent Club, which has a membership of about 300, has petitioned the City Council to appoint a market inspector to see that full weight is given to purchasers. The question of opening a store on the co-operative plan was also discussed, and the club expects to carry out such a plan in the near future, so that the members can purchase their goods at a little over cost.

The question of the municipal ownership of the electric light and power plant is again before the City Council. A by-law has been introduced authorizing the Council to borrow $200,000 for the purpose of developing and installing an electric light plant at Westbury, where the City owns a water-power. It is contended by those in favour of the scheme that if this power was developed the City could offer power to industrial concerns, at a rate which would be more acceptable than a cash bonus. The City Council will discuss the matter, and a by-law will then be submitted to the ratepayers.

The City Council has passed a by-law whereby additional taxes will be levied on contractors doing business in the City from outside points, as well as on fire insurance companies, breweries, ticket offices, express companies, bailiffs and wholesale coal dealers; this will give

additional revenue to the City amounting to $3,000. A poll tax of $2 will also be levied on those who pay no other taxes; this will carry with it the right to vote at municipal elections.

The annual meeting of the Quebec Central Railway Company was held in London, England, on the 24th of April, when it was reported that the gross earnings for the year amounted to $904,866, an increase of $115,661 over the previous year. The net earnings were $321,950, which enabled the Company, after making provision for improvements to station buildings and rolling stock, and paying interest on debenture stock, etc., to pay 7 per cent. on income bonds. The Company will reconstruct the Chaudiere Valley line this year.

The Eastern Townships' Branch of the Retail Merchants' Association held its annual meeting at Sherbrooke during May.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season has been very backward and work on the farm was much retarded in consequence. Seeding was much later than usual. The growth of grass has been slow, and many farmers who had stored what they considered enough hay to feed their stock have found themselves short, and have had to purchase hay at a time when in previous years cattle went out to grass. Hay is very scarce, and is selling as high as $18 a ton. The maple sugar season has been the best in many years. The quality was superior, and nothwithstanding the quantity the price remained the same as last year. The Sherbrooke Dairymen's Exchange is well patronized, and makers of butter more numerous than last year. Prices for salted butter ranged from 20 to 21 cents per lb.

Lumbering.—The rivers have kept high during the spring so that the lumbermen and mill owners have had no difficulty in getting logs down. The Royal Paper Mill plant, at East Angus, which has been taken over by the Brompton Pulp and Paper Company, will soon be in operation again. Many of the workmen who left when the mills closed down have returned.

Manufacturing.—All branches were busily employed.

Mining.—The asbestos mines at Thetford Mines and throughout the Central Quebec district were being worked to their utmost capacity in view of the labour available.

Transport.—The Quebec Central Railway Company has awarded a contract to Mr. Clark Gordon of this City for the raising of three miles of track running into St. George, Beauce. The Company has suffered a great deal of inconvenience in the past during high water, by this portion of the track being flooded.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters and joiners, lathers and plasterers, stone cutters and builders' labourers were very busy. Plumbers, painters, and paperhangers were busy. A Sherbrooke firm has been awarded the contract for the construction of a new $40,000 church, at St. Francis Xavier de Brompton. Among the contracts now under way are the new general hospital, a large business block on Wellington Street, a factory for a wholesale jewellery firm, new buildings on the fair ground, and a cigar factory.

Metal, engineering and shipbuilding.—Iron moulders, machinists, engineers, etc., were very busy, with electrical workers, blacksmiths, tool sharpeners and horseshoers busy.

Printing.—Busy conditions prevailed.

Clothing.—Journeymen tailors, garment workers and glove makers were busy.

Food and tobacco preparation.—Bakers and confectioners, butchers, ice-handlers and cigar makers were busy.

Miscellaneous.—Barbers were active, and clerks, stenographers, hotel and laundry employees busy.

Transport.—All sections of transportation were active.

Unskilled labour.—Was very busy.

DISTRICT NOTES.

Stanbridge.—A new industry to manufacture drain tiles, brick and other such commodities from Portland cement has been started.

Rock Island.—Mr. J. B. Goodhue has recently made a proposal to the girls employed in his shop whereby each female employee remaining in the factory for one year or more will be given a bonus of $1 a month or $12 a year, but unless they remain a full year the bonus will not be given. Any person that can find him an industrious stitcher will receive a bonus of fifty cents a month. Help is very scarce.

East Angus.—At a special meeting of the Council, the proposed law exempting the Brompton Pulp and Paper Company from taxes was passed. The mills will open their doors again soon, to start on repairs. The changes the pulp mill will undergo will be very extensive and will employ very likely all the hands available at this moment. The paper mill will be changed so as to run chiefly news and wrapping paper, and the plants will start up as quickly as possible.

Stanstead Junction.—The Stanstead Granite Company is building a large addition to its present mammoth shop, 300 feet long by 75 feet in width. The firm is crowded with orders, and an additional one hundred men are to be put to work as soon as the new structure can be made ready.

Sutton.—Messrs. Boright and Safford received an order on Wednesday for one ton of pure maple syrup for shipment to England. A branch of the Canadian Granite Cutters' Union has been formed here.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market were very favourable in May, although the building trades were rather quiet. Several new buildings, however, were in course of erection. In the other trades the demand for men exceeded the supply. Sash and door factories were in full operation, an increase of about ten per cent in wages having gone into effect; hands were very scarce and hard to obtain. Boot and shoe factories were very active. The Ames-Holden Company, manufacturers of footwear, will not even stop to make its semi-annual inventory. This company, in the past year, paid out $92,879.55 in wages. Hands were scarce in this branch. Tanners and curriers had an active month, business being limited only by the supply of workmen. The Casavant organ factory and the iron trades were very active. The contractors who are double tracking the Grand Trunk Railway between Ste Rosalie and St. Lambert have been at work since the beginning of May, several gangs of men, consisting of 100 to 200 per gang, were at work along the line; the number would be doubled if the labour was obtainable. It was stated that the work would be completed for the spring of 1908. The City Council has named a special committee to negotiate with the Grand Trunk Railway authorities for the erection of a viaduct over Bourdages Street in order that accidents may be avoided. The corporation decided to increase the wages of its labourers from $1.00-$1.25 to $1.50 per day. A new factory is to be opened for the making of corsets and ladies' underwear. Commerce was generally active. Millinery establishments were very busy. The banks reported favourable conditions. There have been several voluntary increases in wages, and cordial relations have existed between employers and employed. On May 18, a new union of textile workers was formed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers were active marketing produce, for which prices were remunerative. Seeding was much delayed by adverse weather.

Manufacturing.—Active conditions prevailed, particularly in the metal, leather and clothing branches. Full time and complete staffs were worked.

Railway construction. — The double tracking of the Grand Trunk Railway between St. Lambert and Ste Rosalie gave work to a large number of men. A large amount of filling is required for the

embankments, some of which are very high.

CONDITIONS OF PARTICULAR TRADES.

Building. — With the exception of plumbers and gas fitters, these trades were quiet, but warmer weather was expected to promote activity.

Metal, engineering and shipbuilding.— These trades were active.

Woodworking and furnishing.—A steady month's work was reported in this group.

Printing.—Printers and pressmen had a good month, at remunerative wages.

Clothing.—Activity prevailed.

Food and tobacco preparation.—Workmen in this branch were very busy.

Leather.—All branches were active.

Miscellaneous.—Active conditions were reported.

Transport.—Railway employees, cab drivers and teamsters had a very active month.

Unskilled labour.—Had an excellent month, the demand exceeding the supply.

DISTRICT NOTES.

Roxton Pond, Que.—The Roxton Tool and Mill Company, Limited, has been organized with a capital of $100,000. This industry will give employment to a large number of men. The company has greatly improved the water power. The population of the village has doubled within the past year and real estate has considerably increased in price. The saw mills at South Roxton have changed hands and will be run to full capacity. About 40 men find employment in these mills. The Rev. W. S. Bullock, owner of a maple sugar grove furnishing about 15,000 gallon cans of syrup closed operations during the month. He has shipped a dozen carloads of his product this season.

Drummondville, Que. — Negotiations were in progress between the promoters of the Improved Match Company and the Municipal Council about the establishment of a factory here. The Company wish the municipality to guarantee the interest on a loan of $10,000, and to furnish electricity at the rate of $10.00 per horse power. In case the Council is obliged to pay the interest on the loan, it shall have the power to remove the exemption from taxation and raise the price of electric power from $10.00 to $25.00 per horse power.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was active; especially was this so in the different branches of the building trades, and in the various factories.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—In consequence of the backwardness of the spring, work was somewhat retarded.

Manufacturing.—All branches experienced very active conditions, and some had difficulty in keeping up with the orders.

Railroad construction and employment.—Railway companies were busy renovating their roadbeds and attending to repairs. There were large numbers of workmen employed on the construction of lines and improvements.

CONDITION OF PARTICULAR TRADES.

Building.—Prospects are for a very busy season. Many large contracts will be carried out. Bricklayers, carpenters and joiners were fairly busy, and painters and paperhangers exceptionally so. Plumbers were well employed, with builders' labourers all working.

Metal, engineering and shipbuilding.—In the iron trades, activity prevailed. Machinists, boilermakers, blacksmiths, sheet metal workers and horseshoers were also very active.

Woodworking and furnishing.—Woodworkers, upholsterers, carvers and pattern makers reported conditions active.

Printing.—Activity prevailed in all branches.

Clothing. — Journeymen tailors, garment workers, etc., reported a good month, but boot and shoe workers were quiet.

Food and tobacco preparation.—Bakers, butchers, confectioners and cigar makers had a busy month.

Leather.—The leather trades were very active.

Miscellaneous.—These trades were well employed. Delivery employees and laundry workers were busy, with the latter in demand.

Transportation. — Transportation was hampered by the strike of longshoremen, but has attained its usual activity now that they have returned to work. Railway employees of every class were well employed during the whole month.

Unskilled.—This class was very active, the supply not being equal to the demand.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active during May, bricklayers, stone masons, stone cutters, carpenters, joiners, electrical workmen, gas and steam fitters, plumbers, plasterers and builders' labourers being extremely busy. Teamsters, expressmen and cabmen were also busy. All other trades reported active conditions. The wine and liquor merchants propose to start a brewery. The company to undertake this work will be composed of members of the wine and liquor merchants' association. The president and secretary of the association subscribed $5,000 towards the capital of the company. The total amount of customs' duties collected on imports in the port of Montreal during April showed an increase of $273,736.96, compared with the corresponding month of last year, the amounts being respectively $1,227,112.82 in April last, and $1,003,375.86 in April 1906. The directors of the Montreal Rolling Mills Company have decided to increase their capital from $816,000 to $2,000,000. The new issue of debentures is to be used in increasing the capacity and output. This company at present employes 1,800 men. A proof of the growth of Montreal is the fact that nearly all the manufacturing establishments are obliged to enlarge their premises and add new machinery. For example, the Ames Holden Boot and Shoe Company has taken out a permit for a new five storey factory at a cost of $240,000; the Montreal Rolling Mills Company, a factory to cost $10,000; and a Catholic Church to cost $150,000. In the month of May about $700,000 worth of permits, ranging in value from $2,000 to $15,000 were issued.

CONDITION OF PARTICULAR TRADES.

The building trades were very active. The metal, woodworking, printing, clothing, food and tobacco preparation, leather and miscellaneous trades were also active. Unskilled labour was well employed. In the transport trades, with the exception of longshoremen, who were on strike during a portion of the month, all branches reported very favourable conditions.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued very active and there was a general scarcity of hands. The lumbering firms were offering the phenomally high price of $50 per month for the drives. The Gilmour and Hughson Company sent its agent to the Saguenay district, but he was able to obtain only sixteen men for the local mills. These men are boarded by the Company and paid from 75 cents to $1.00 per day. Conditions in the lumber industry was so active that mills, such as the Ritchie Mills in Aylmer employing about 150 men, which have heretofore run only during the day time were working day and night gangs. Owing to the

inability of the cement works in Hull to meet the demand for product, the company has decided to add several large burners which will double the capacity. At the annual meeting of the company, held in Ottawa, on April 30, the capital stock was raised from $1,000,000 to $1,250,000, and when arrangements are completed the output of the works will be 3,000 barrels of cement per day. In the mining industry extreme activity prevailed. Mica factories, and knitting and woollen mills in this city are constantly looking for hands, which are becoming scarcer every day. Notwithstanding the unfavourable weather, city merchants reported a very good trade compared with the corresponding month of 1906. Some dissatisfaction existed in the beginning of the month among the employees at Gilmour and Hughson's Saw Mills owing to the importation of hands, but when later in the month an increase in wages was granted this feeling disappeared.

A new regulation, adopted by the City Council, obliges hotels and restaurants where intoxicating liquor is sold to close at 11 instead of 12 o'clock on the first five days of the week, and at 7 instead of midnight on Saturdays, and prevents their opening until 6 instead of 5 a. m.

At *Deschenes*, Fraser's Mills are now running full time with a staff of about 150 hands. No increase of wages is reported from there nor from Aylmer or Buckingham.

Building operations were very active.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was unsettled during May, particularly in the building trades. Strikes directly affecting about 600 men were declared on May 1, and some were not settled until the closing days of the month. The stonecutters demanded an increase from 43 to 50 cents an hour. They subsequently modified their request to 45 cents. When the latter offer was received by the masters, they proposed an advance of a cent an hour which was accepted by the men. A three year agreement was signed. The strike lasted two weeks. The bricklayers and stonemasons demanded an advance of 5 cents an hour on their wages of 45 cents. An offer of a cent increase when the strike had lasted nearly three weeks was refused. On May 27, an agreement was signed whereby the men will receive 47 cents an hour for this season, and 50 cents next year. The agreement covers two years. Verbal permission was given the masons and bricklayers employed on the National Museum and extension to the Building of Parliament to work this year for 45 cents an hour, as contractors for these works contended that their prices did not provide for the increase in wages.

There was a scarcity of help for the saw mills in the early part of the month, but later all the hands required were obtained. All the mills are running during the day and part of J. R. Booth's Mill at night. The wages advanced 10 per cent., and mill hands are receiving an average of $1.75 per day. Hiring for the drive was active all month at a wage of about $50 per month, which is an advance of about 15 per cent.

Shipping from Ottawa was delayed slightly by the longshoremen's strike in Montreal, which threw some lumber barges idle. Normal conditions were restored about the end of the month.

Twenty-one teamsters of the Dominion Transport Company went on strike about the middle of the month for an advance in pay from $41.00 to $45.00 per month and allowance for overtime. The men stayed off work a week during which 8 or 10 new men were employed by the company The Dominion Transport Company has the contract for handling all the C. P. R. freight arriving in Ottawa. While the staff of teamsters was reduced on account of the strike freight accumulated to the extent of over 100 cars at the time, and caused some inconvenience to the city merchants. The former staff resumed work on May 21, with the expectation that the company would grant their request.

By a decision of Judge Britton, in Toronto, on May 25, the by-law requiring grocers to close at 6 o'clock during the first five days of the week and 9 o'clock Saturdays was quashed, on the ground that the requisite three-fourths majority did not sign the petition asking for the by-law. The situation is not much affected by the judgment as a new by-law was recently passed compelling all shops to close at 9 o'clock Saturdays. The old by-law which has been superseded established 7:30 as the closing hour on other nights of the week.

Buying and selling was reported brisk. The bank clearings for the week ending May 24, in Ottawa, were $3,059,165, compared with $2,010,357 for the corresponding week last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are about three weeks behind, owing to cold weather. Land not served with drains was very slow in drying. The weather has not injured crops; although growth is slow. Fruit trees wintered remarkably well.

Lumbering.—Driving on the Ottawa River was delayed by ice. Many of the small streams and lakes are still frozen. In some cases the escape of water before the ice leaves will make the removal of logs difficult. Other waters will be held back by the ice and snow and the flow will be better regulated. There is a great scarcity of pulp wood and pulp, and paper factories are obliged to refuse orders. The extraordinary demand for lumber continued, and nearly all the dry stock has been shipped out of the city. About July 1, shippers will begin to handle this season's cut.

Mining.—Operations at Cobalt continued very active.

CONDITION OF PARTICULAR TRADES.

Printing.—Printers were very scarce.

Clothing.—There was an active demand for journeymen tailors and garment workers.

Food and tobacco preparation.—The ice business was dull for this time of year.

Transport.—Teamsters and expressmen were in a state of unrest, but freight handlers and other railway employees were very busy.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active during May, there being little or no change as compared with the previous month, or the corresponding period of last year. There was a large influx of immigrants, but opportunities for employment in the building and other trades were abundant. Extensions to the Locomotive Company's buildings and plant were proceeding steadily. Over a year ago the city granted the Company exemption from taxation for a year on the proposed extensions, which were estimated to cost a quarter of a million dollars, to be expended in three years. Many extras have been included since the original plans were drawn. Last summer the power house was begun, and it is expected that August 1st will see its completion. The cost of the building alone will not be far from $100,000. At present about 600 men are employed in the works. When all the extensions are completed two years hence, there will be at least 1,000 men employed building locomotives. The works will then be able to turn out a locomotive in one half the time at present required. In March, seven locomotives were built and in April eight. The Company is under contract to deliver fifty-five locomotives to the Canadian Northern Railway on the following dates: 15 in ten weeks from April 25th, 1907, 15 in nine weeks from August 1st, 1907, 25 during March, April and May, 1908. The Street Railway Company is spending considerable money on the depot branch this spring. At present the work is well underway. The company is replacing ties and in other ways improving the road bed. Workmen started on the 20th laying a new cement platform at the K. & P. Railway Station. The Government

plans for the renovation of a large stone building for Government offices are in the hands of a local architect. The proposal is to build one storey at the rear of the building, there being enough yard space for the purpose. The new portion will be used for an examining warehouse. There is also a proposition to build a wing to the local post office. A new harness factory was opened by the Kingston Harness Works Company; this factory will employ about ten hands at first. The officer commanding Eastern Ontario has received the plans for the renovation of Tête de Pont Barrack, and tenders for the work will be called for at once. Construction work will be commenced within three weeks time. On May 28th, the property owners of Kingston, by a sweeping majority, declared in favour of exempting from taxes, save school taxes, and granting the free use of five or ten acres of the unused smelter site and its appurtenances for a period of ten years, to two firms to operate a zinc and lead smelting plant. The starting of these two concerns will mean the expenditure of at least $140,000, and the employment of fifty expert workmen each. The firms are also to have the option of purchasing the site at the expiration of ten years. The laboratory building at Queen's College is going forward. Dredges will be sent shortly to do the necessary work in connection with the smelter site and other parts of the harbour. There were no strikes, lockouts, or changes in rates of wages during May.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy seeding.

Fishing.—Dullness prevailed.

Lumbering.—This industry was dull.

Manufacturing, and mining.—Were very active.

CONDITION OF PARTICULAR TRADES.

Building, metal, engineering, shipbuilding and woodworking.—All branches were active.

Printing and allied.—These trades were busy.

The clothing, preparation of food and tobacco, leather trades, transportation and unskilled labour were active.

DISTRICT NOTES.

Picton.—Great activity in building prevailed. Never in the history of the town has there been a busier spring season. All kinds of labour was in keen demand, and high wages were paid. The building operations in progress represented considerably over $100,000 in value, and plans were being prepared for other work.

A new post office to be known as Maple Lawn has been established about five miles north-east of Kingston.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of May was more active this year than in many years past. There is every indication of a very busy summer in the building trades as well as in manufacturing. Good progress was made on the erection of several large buildings during the month. The contract for the erection of the new drill hall was awarded to Wm. Stewart, of Ottawa, the price being $87,777. Work was started on the foundations on May 20. A large number of workmen were added to the staff at the rolling mills. The Company has now about 400 employees on its payroll, and still requires more. The mills are running night and day. Many masons and carpenters, as well as labourers, are employed in building a large, four-storey addition to the Belleville Hardware Company's premises; at least 110 workmen are thus employed. Active work has been in progress all month at the Lehigh Cement Company's works, situated about five miles east of the city, but the Company experienced great difficulty in securing the necessary labour. The Company's docks, sidings and several buildings are in course of erection and

the work of building will go on all summer. The new House of Refuge gave employment to a large number of workmen, and the building will probably be completed during June. The Belleville Cement Company is installing new machinery, which will enable it to double its present capacity, of about 1,000 barrels a day. A cargo of 10,000 barrels was shipped by boat to Fort William this month. At present 150 hands are being employed, and still the Company is short handed. Marsh & Henthorne's Foundry was rushed with orders, and the staff is being added to continually. This firm's pay roll is now $3,200 per month. The W. W. Chown Company find it impossible to keep up with orders for tinsmithing and plumbing, and employs about 40 hands. The Deacon Shirt Company employs about 60 work people of both sexes, and finds it difficult to keep up with orders. The work of rebuilding the new Quinte Hotel was began this month and large numbers of workmen are being employed. A large number of new dwellings and business places were in course of erection, and many improvements and alterations were under way, in spite of the high price of labour and building material. Work was begun on the rebuilding of the Corby distillery plant, which was recently destroyed by fire, and big wages are being paid to nearly all mechanics employed. Merchants and banks reported a fairly active month's business, although farmers were busy seeding. Work on the new Merchant's Bank building was completed, and it will be opened early next month. There is work here at good wages for all willing to accept it.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Prospects were excellent, although seeding was backward owing to the cold weather.

Fishing.—Dullness prevailed.

Lumbering.—This industry was brisk in the northern part of the county. Most of the logs this year will come in by rail.

Manufacturing.—Industrial establishments were very active.

Mining.—This industry was very active, additional workmen being employed.

Railroad construction and employment.—Construction was brisk on the Central Ontario, west of Bancroft, where the line is being extended northward to Whitney.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were active, scarcely a member being unemployed.

Metal, engineering and shipbuilding.—Iron moulders and helpers, machinists, linemen, blacksmiths and boilermakers reported a very active month, with no workmen idle. A few shipwrights were employed part of the month. Bicycle workers were busy, mainly on repair work.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers and coopers had a busy month, the two large furniture factories being especially hurried to fill orders from outside points. Many shingle weavers were employed in the mills at Deseronto.

Printing.—Printers, both job and machine, were busy, and there was not an idle printer or pressman in the City. Bookbinders reported a steady month.

Clothing. — Journeymen tailors were very active, many working overtime on spring orders.

Food and tobacco preparation. — All branches reported a busy month, especially cigar makers, a new factory having been started giving employment to several journeymen and boys.

Leather.—Harness makers had a busy month.

Miscellaneous.—Barbers were busy. Delivery employees and laundry workers were very active. Theatrical employees had a dull month, also restaurant employees, but hotel employees were busy.

Transport.—All branches, both steam and water, had a very active month. Cabmen and draymen also had an active month.

Unskilled.—This class was in demand and wages were never so high in the history of the City.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Considering the unseasonable weather during May, work has been active. In shops and inside places of employment nearly all classes of workmen have found employment. A great difficulty seems to be the getting of first-class workmen in sufficient numbers to meet the requirements of the several trades. The apprenticeship system has been abandoned, and many workmen are not as well skilled in all branches of their work as they should be. Fire at the Peter Hamilton Implement works did damage to the paint and woodworking shops; the company, however, is busy preparing for rebuilding. No men are out of work in consequence of the fire. The construction of the armouries and Normal school is giving employment to a number of workmen. Transportation in all lines was active, and banks reported business good. The teamsters' strike for an increase in wages was settled, the men receiving $3.65. The union harness and collar makers are still out. The Sand and Lime Brick Company was very busy. The Taylor and Hall Cement Company was busy on drain pipes and other cement goods. The Canadian General Electric Company's transformer building is being rapidly pushed to completion. Work on the construction of the new Roman Catholic and Baptist churches will soon be begun. All manufacturing industries were busy, with full staffs.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work has been retarded on account of the very cold weather, seeding having been delayed and fall crops destroyed by the continued frosts. The weather moderated somewhat at the end of the month, and work in the district is now progressing satisfactorily.

Lumbering.—Busy conditions prevailed.

Manufacturing.—All industrial establishments were actively employed, and some had large numbers of orders ahead. The Quaker Oats Company is running 24 hours per day, and has added 40 workmen to its staff. The Peterborough Cereal Mill Company is also running 24 hours per day. The J. J. Turner Company is very busy and is running a full staff of employees. Public works on the Trent canal is being rapidly pushed at several places. Curtis Brothers are very busy getting ready their kilns for brick and have a large season's work ahead.

Mining.—Conditions were somewhat dull.

Railroad construction and employment.—The building of a 300 feet siding into clay beds for the cement company was in progress. The city has sewer and granolithic sidewalk work in good running order, and has several miles of each to construct this year.

CONDITION OF PARTICULAR TRADES.

Building.—All trades were busy, with gas and steamfitters active.

Metal, engineering and shipbuilding.—These trades were busy.

Woodworking and furnishing.—Busy conditions prevailed, excepting in the case of coopers, who were somewhat dull.

Printing.—Printers and allied craftsmen were busy in all branches.

Clothing.—Hat makers were active, and others busy.

Food and tobacco preparation.—Ice-handlers were active, and other trades busy.

Leather.—Busy conditions prevailed.

Miscellaneous.—Barbers, broom-makers and furriers were active, and clerks, stenographers, hotel and restaurant, theatre, laundry workers and delivery employees were busy.

Transport.—Busy conditions prevailed with all classes of employees.

Unskilled labour.—Work was fairly abundant, with no capable workmen reported idle.

DISTRICT NOTES.

Work in the district has been somewhat impeded by the cold weather,

seeding being kept back, and doubts are entertained as to the outlook for a good hay harvest. Sawmills were all busy, and work other than farming was active. Cheese factories were becoming active.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

While there has been a good demand in most lines of skilled labour, and general activity in manufacturing and the building trade, the market has been unsettled on account of labour troubles and the backward season, and conditions were decidedly less favourable than last season. Though actual strikes have not affected any considerable proportion of the wage-earners, the general feeling of uncertainty and the fear of prospective strikes had a disquieting effect. The continued cold weather caused dullness in some lines. The influx of immigration, which included a larger percentage of mechanics and urban labourers than in former seasons, was in excess of local requirements.

The value of the building permits issued during April was $2,044,870, as compared with $1,427,930 in April, 1906. The value of permits for the four months ending April 30 was $5,116,701, as against $3,346,168 for the corresponding period last year. The number of new buildings erected for the four months, January-April, this year was 1,608, as against 1,125 for the same month of 1906.

The receipts of the Toronto Railway Co., were $268,015 in April, as compared with $235,450 for April, 1906.

The Ontario Railway and Municipal Board has ordered the Toronto Railway Co. to construct between 10 and 15 additional miles of double track and 100 new cars. During the winter months the front vestibules of cars are to be closed and passengers forbidden to enter from the front. The Board has also upheld the Privy Council's interpretation of the agreement between the company and the City, giving the company the right to construct tracks, switches turnouts necessary for the operation of the system where they see fit.

The assessment returns for Ward One show a population of 30,633, being an increase over last year of 3,036, and a total assessment of $12,113,634, an increase of $2,303,483.

Extensive purchases of building lots are being made by English immigrants in the outlying districts of the city. Many of them have begun building operations.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Operations were much delayed by the continued cold weather. Seeding was about completed at the close of the month. Vegetation is much behind and the hay crop will be a poor one. There is a good demand for farm labour, and immigrants find no difficulty in obtaining long-term engagements.

Manufacturing.—Active conditions prevailed in most departments, although the western trade has been considerably interfered with by the unfavourable weather and transportation difficulties, rendering it impossible to make prompt deliveries. The agricultural implement industry has been unfavourably affected and the demand from the west was not so heavy as last season. The iron trade was very busy. The Canada Foundry Co., was filling large orders for locomotives for the Canadian Northern Railway, the engines being delivered at the rate of five per month.

The Polson Iron Co., was very busy, having under construction a car ferry for the C. P. R., Car and Passenger Transfer Co., about 260 feet in length, to ply between Ogdensburg, N. Y., and Prescott; two large scows of 500 cubic yards capacity each, and a large dredge for the Dominion government, to cost $20,000. It has also contracted for the construction of a large new ferry boat for the Toronto Ferry Co., to ply to Toronto Island.

The works of the Canada Shipbuilding Co., were running to their fullest capacity. The "Rapids King", a large steamer for the Richelieu and Niagara line, was

in course of construction. A steamer to run between Cobourg and Charlotte, N. Y., and several side-wheel tugs for J. R. Booth, Ottawa, were also being built.

H. E. Bond & Co., clothing manufacturers, will put up a five-storey brick factory, to cost $80,000. Joseph Power will build a factory on Queen st., near Spadina avenue, to cost $30,000. The Toronto Engraving Co. will put up a building five storeys high, at a cost of $30,000.

Railway construction.—The line of the Toronto & York Radial Railway Co., from Newmarket to Jackson's Point, a distance of 25 miles, has been completed, and plans, etc., duly filed with the Provincial Railway and Municipal Board.

CONDITIONS OF PARTICULAR TRADES.

Building.—The season has been a busy one, with plenty of employment under normal conditions, but owing to the large number of immigrants looking for work, there are a number out of employment in every branch. The members of the Plumbers' Union went out on strike on the 15th. The men demanded an increase from 37½c. per hour to 45c., and the employers refused to make any agreement, stating their determination to deal with their men individually. A number of Union carpenters have refused to work with non-Union plumbers. The effect of the strike was not as yet noticeable, as comparatively few of the contracts were far enough advanced for plumbers' work to be required. The lathers went on strike May 1st on a demand of $3.75 in place of $3.20 and for an eight-hour day. About 100 men went out. A settlement was arrived at on the 13th, the employers agreeing to pay first-class men $3.50 and second-class men $3.15.

Metal, engineering and shipbuilding.—Blacksmiths, boilermakers, iron moulders, machinists, structural steel workers, sheet metal workers and shipbuilders were generally well employed, with the exception of new arrivals. Structural iron workers, who had demanded an increase from 30c. to 35c. per hour on the 7th, agreed to a compromise by which they receive 32½. The machinists have asked for a week of 50 hours in place of 55, on the existing wage scale, with double time for overtime, except Saturday afternoons, for which time and a half will be paid. They also ask for a limitation in the number of apprentices to one for the shop and one additional for each four machinists employed.

Woodworking and furnishing.—Activity prevailed in these trades. The gilders and picture frame workers' strike, which had lasted about two months, was settled on the 28th, The hours of work were fixed at 9 per day, with five hours on Saturday, without reduction of pay, and an increase after January 1st next of $1 per week to first-class men. Coopers are asking that the Union label shall be placed on beer barrels.

Printing.—Printers and allied trades had a fair month. The conference between the allied Printing Trades and the Master Printers and Bookbinders Association, resulted in an agreement being reached on the 23rd.

This agreement has been ratified by all the Unions concerned, except the Typographical Union. It does not include the printers engaged in newspaper work.

Clothing.—Tailors (custom) have had a busy month. Garment workers, boot and shoe workers, hat and cap workers, have had steady work.

Leather trades.—Saddlers, harness-makers and other leather workers have had plenty of employment.

Food and tobacco preparation.—Bakers, butchers, confectioners, brewery workers and cigar makers had continuous work.

Miscellaneous.—Hotel and restaurant employees were busy, especially during the latter part of the month. Laundry workers were well employed. The supply of clerks, salesmen bookkeepers, porters, etc., was in excess of the demand, and many were looking for work.

Transport.—Railroad employees were very busy. Sailors, longshoremen and others engaged in connection with navigation were actively employed. The strike of cabdrivers is practically over, many of the men having gone back to work. Teamsters, expressmen and street

railway men were well employed. The employees of the Toronto Railway have asked for a conference to present a new agreement invoking many changes, including an increase of wages and a nine-hour day. At present the wages are 18c. per hour for the first year, 20c. for the second year and 21½ cents for the third year. The rate asked for is 26c., 28c., and 30c. respectively. As several of the Board of Directors are in England, no conference can be held for some weeks.

Unskilled labour.—The market was considerably overstocked.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Ernest Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

May was a month of activity in almost every branch of industry in this section, conditions being equal to those in the best years. A number of increases in wages was secured by workingmen without trouble. Contracts were let for the erection of factories for the Canadian Nut and Bolt Company, and the Carriage Mountings Company, and work was commenced on both. The Ontario Power Co. stopped work on its power house extension, but operations are likely to be resumed on a larger scale. Some of the building and metal trades have been very busy. Farm labourers were in demand, and girls were wanted for factory employment. Transportation lines were all busy and general trade was good. Journeymen carpenters had their wages increased from 30 to 35 cents per hour; journeymen plumbers secured an increase of pay; switchmen, car checkers and freight office clerks of the Grand Trunk railway were granted higher wages. These changes affect probably three hundred men. Eleven carpenters left the works of the Electrical Development Company because the new wage scale was not agreed to by the management. A short strike occurred among electric linemen at Welland.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Unfavourable weather hindered agricultural operations. There was a demand for farm labour from all sections.

Manufacturing.—Conditions were very satisfactory. The Niagara Falls Machine and Foundry Company, the Standard Bearings Company and the Scott Muffler Company were very busy. No factories reported any lack of work.

The Electrical Development Company of Ontario tested and placed in commission the third unit of its power house equipment. It has a capacity of 12,500 horse-power. Another unit will be started in June.

CONDITION OF PARTICULAR TRADES.

Building.—All branches, except stonecutters, were active. Bricklayers, masons and painters were particularly busy. Large numbers of carpenters were employed, but a great many new men came from neighbouring cities and from Great Britain.

Metal engineering and shipbuilding.—In foundries and machine shops all forces of men were steadily employed. A large addition was made to the Niagara Falls Machine and Foundry Company's foundry. The Standard Bearings Company was advertising for machinists, lathe hands and apprentices. Electric linemen were very busy. Electrical workers and sheet metal workers were active.

Printing and allied.—Printers were active and machine compositors were in demand.

Food and tobacco preparation.—Bakers, butchers and cigar workers were active.

Miscellaneous.—The summer hotel and restaurants were opened during May, giving employment to a large number. Laundry workers were well employed.

Transport.—Railway traffic was steady and employment uninterrupted. Switchmen, car checkers, yard and freight office employees of the Grand Trunk had their wages raised. Steamboat men were all busy. The International Railway electric) introduced its summer schedule, giving employment to a number of additional men. Draymen, teamsters and expressmen were active.

Unskilled labour was generally well employed.

DISTRICT NOTES.

Shisler's Point.—The quarries were running to their full capacity. Boats on Lake Erie transport the stone to Buffalo.

Ridgeville.—A concrete tile manufactory will give additional employment here.

Bridgeburg.—A new Methodist church is to be erected. General industrial and commercial conditions were satisfactory.

Welland.—The Robertson Machinery Company burned out late in April, had a temporary shop running in June. Contracts were let for the building of the electro-metals smelter. The new works of M. Beatty & Sons are now in full operation. The products are hoisting engines and machinery, boilers, drills, dredge hulls, excavating and mining machinery, and general foundry and machine shop order work. The main buildings have a floor space of about one hundred thousand square feet. The firm also has a large ship-building plant for the erection of steam hulls. The entire works are of the most modern style in every detail. Electric power is used.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. James A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change during May in the labour market from April. All branches of industry were well employed, and there were few idle men. The building trades were active, though the volume of trade was not as large as in the corresponding month last year, owing, in some cases, to contractors refusing to take work pending the result of the carpenters' and joiners' strike. This occurred on May 1st, three months notice having been given of their intended action. On May 3rd twenty of the one hundred carpenters who struck returned to work, their employers signing a scale of wages involving an increase from 27½ to 35c. per hour. By the 15th of the month other of the employing carpenters had signed and their men had returned to work. These, with many others who had secured employment in Hamilton and Niagara Falls at the rate asked, left few men unemployed. Sewer construction and other civic improvements gave employment to large bodies of men, principally unskilled labour. Business, wholesale and retail, was reported good. The masons and bricklayers, forty-seven in number, secured an increase in wages the first of the month from 38 to 45 cents per hour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The backward spring has enabled nurserymen to market their sales, which were greater in volume this year than any previous year, their complete stock being sold out in certain lines. The farmers were complaining of the lateness of the season, though they do not anticipate serious inconvenience.

Manufacturing.—All factories and mills were running on full time, and with a full complement of hands. Railway construction and employment was active. The N. St. C. & T. R. R., is overhauling its roadbed. The work is extensive and is giving employment to large gangs of men.

CONDITION OF PARTICULAR TRADES.

The building, metal, engineering and shipbuilding, woodworking and furnishing, printing, clothing, food and tobacco preparation, leather, miscellaneous and transport branches were active.

Unskilled labour was better employed than last month.

DISTRICT NOTES.

Thorold, Merritton and Port Dalhousie.—Labour, skilled and unskilled, was well employed. Mills and factories were running full time, and business was good.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was very well employed during May, with the exception of workmen out on strike. Moulders were asking for an increase in wages of 10 per cent. Fifteen knitting mill hands, employed at Moody's, received 15 per cent increase. Plumbers and painters were on strike for an increase of wages. Some civic employees went out on strike for an increase in wages from 20 to 25 cents per hour, but returned to work on the promise that their demands would be considered. The civic authorities have this year again ordered the city's coal supply direct from the mines. The Laidlaw Lithographing Company, of Hamilton, has been incorporated with a capital of $100,000. The Assessment Department has secured an office furnishings manufacturing company, which will build a factory 280 x85 feet in the east end of the city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculturists were very busy.

Manufacturing.—Manufacturers were busy in most lines.

Railroad construction and employment.—There was considerable work in progress in and around Hamilton. The workmen employed on the construction of the new terminal station were working day and night. The Hamilton Street Railway Company is retracking a portion of its road. A large force was employed in the construction of the Hamilton and Brantford electric railway, grading, cutting, etc.

Other industries.—Work was active on the construction of the Zimmerman knitting mills.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were somewhat retarded by strikes and a shortage of brick.

Metal, engineering and shipbuilding.—Iron moulders were very busy. Machinists, stove mounters, blacksmiths and sheet metal workers reported work active, with horseshoers fairly active.

Woodworking and furnishing.—Woodworkers and coopers were active.

Printing.—The allied trades reported business active, with both newspaper and job printers very busy.

Clothing.—Journeymen tailors were busy, and garment workers, boot and shoe workers active.

Food and tobacco preparation.—Butchers and bakers were active, with cigar makers and tobacco workers busy.

Leather.—Workers on leather goods were busily employed.

Miscellaneous.—Barbers, broom-makers, hotel and restaurant employees and laundry workers were busy.

Transport.—Both steam and electric employees were actively employed. Ship labourers, longshoremen and teamsters were busy.

Unskilled labour.—This class was busy.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

With the exception of workmen out on strike, labour was well employed during May, the month comparing favourably with April and the corresponding month of last year. The iron trades continued very busy. There was also a large demand for buildings, especially houses, and had it not been for the strike of carpenters and the scarcity of brick and other material, the building trades would have been exceptionally busy. The Cockshutt Plough Company has increased its capital stock from $750,000 to $3,000,000, and has secured the right to manufacture engines, boilers, vehicles, dairy utensils, etc. Many factories inaugurated the Saturday half-holiday during the month, to continue all summer. The Gould, Shaply and Muir Company, the Brantfor Screwd Company and the Malleable

Iron Works Company started the Saturday half-day holiday on the 4th of the month, about 875 workpeople being affected; and the Cockshutt and Verity Plough Companies, the Wm. Buck Stove Company, the Adams Wagon Works, and the Massey-Harris Company on the 11th, affecting about 2,150 workpeople. The Massey-Harris Company employees work extra hours so that no time is lost by the Saturday half-holiday. This is the first season that the employees of the firm have had the half-day holiday. About 60 bricklayers, 125 cigar makers and tobacco workers, and 60 employees of the printing trades started the half-day holiday on the 4th of the month, and 50 civic employees on the 11th. The Wm. Buck Stove Company granted an increase of 5 per cent. to its moulders, to take effect on the 20th of the month; about 65 to 70 men will be benefited by the increase. The stove-mounters that went out on strike on the 27th of April are still out, but the firm states that the places of the strikers have been filled. About 130 carpenters struck for an increase in wages, from 22½ to 30 cents an hour, on the 1st of May.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy in consequence of the lateness of the season. From present indications fall wheat will be a light crop, but the hay crop will be satisfactory. There is a demand for farm labourers in some sections.

Manufacturing.—Industrial establishments enjoyed great activity. Some factories are closing on Saturdays for the usual half-day holiday very reluctantly on account of the pressure of business. The Adams Wagon Company is building an addition 60 x 20 feet, three storeys high, and is exceptionally busy.

Railroad construction and employment.—Railroad construction work on the Grand Trunk railway continued. The new freight sheds and offices are nearing completion.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were fairly busy, but were somewhat retarded for lack of brick. Carpenters were nearly all idle in consequence of the strike. Lathers and plasterers had a good month. Painters, decorators and paperhangers were very busy, also gas and steamfitters, and plumbers.

Metal, engineering and shipbuilding.—Iron moulders, core-makers, machinists, engineers, electrical workers, linemen and metal polishers were very busy. Stovemounters were on strike. Blacksmiths, boilermakers, sheet metal workers and horseshoers were very busy.

Woodworking and furnishing.—Carriage and wagon makers, pattern makers, coopers and mill wrights were busy.

Printing.—Printers and pressmen were very busy.

Clothing.—Journeymen tailors were busily employed.

Food and tobacco preparation.—Bakers and confectioners, butchers, cigar makers and tobacco workers were busy.

Leather.—Saddlers and leather workers were busy.

Miscellaneous.—Barbers, clerks and delivery employees were steadily employed, and hotel, restaurant and laundry employees were busy.

Railroad construction and employment.—Trackmen and freight-handlers were busy, and street railway employees had steady employment. Teamsters and draymen were busy. Cabmen found trade fair.

Unskilled labour.—There were a few unskilled labourers unemployed, not through lack of work, but because they were unwilling to accept the work offering

DISTRICT NOTES.

Paris.—The mill-race built at a cost of $22,000 by the Penman Company will soon be in operation. Contracts for the erection of the new pickers building, dye house and wool storehouse, have been let. The Saturday half-day holiday for the summer months started on May 4, about 200 men and 850 females being affected. Competent female help is in demand, at wages ranging from $4.50 to $7.00 per week. The Plough Company is very busy and will build a new office building, stock room and storage vault. The annual Saturday half-day holiday was in-

augurated about the middle of the month and will continue during the summer. The Sanderson-Harold Company has purchased additional land with the object of enlarging its plant at an early date. The scarcity of houses has become a problem.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been steadily employed during May, with practically no men idle. Factory workers, almost without exception, worked full time, and outdoor workers were actively employed, with good prospects ahead. Work on new factories and extensions were being hurried to completion. Contracts were let for the erection of an addition to the premises of Messrs. Page Hersey Company, Limited, and for the building of another wing to the Guelph Axle and Spring Company's factory. The Crowe foundry building is being fitted up for the Colonial Whitewear Company, which will employ at the start about 50 hands. The City Council has under consideration the granting of a loan to the firm of Gorsch and Sons, of Milverton, manufacturers of jet goods. Contracts have been let for an addition to the main building of the Ontario Agricultural College. Retail trade was fair, being somewhat influenced by backward weather. Commencing with this month, a number of factories inaugurated the usual Saturday half-holiday for the summer season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have about finished seeding, but it was somewhat late owing to the backwardness of the season. Little fall wheat is sown in this locality, coarse grains and roots being mainly sown for feeding stock. The Board of Health has held a number of meetings of those who supply milk to the City with a view of impressing upon them the necessity of greater cleanliness in the production and handling of the city's milk supply.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades had a busy month. About 50 new houses have been started already, in addition to some larger work. Bricklayers and masons were busy, as were carpenters, painters, paperhangers, stonecutters and builders' labourers. Plumbers and plasterers were active.

Metal, engineering and shipbuilding.—Iron moulders, machinists, helpers and tube mill workers were steadily employed.

Woodworking and furnishing.—These trades had an active month, including piano and organ workers, upholsterers, woodworkers and carriage makers.

Printing.—Printers were active.

Clothing.—Journeymen tailors and female garment workers were busy.

Food and tobacco preparation.—Bakers and confectioners and cigar makers were active.

Textile.—Brussells carpet weavers, ingrain weavers and textile weavers all had an active month's work.

Unskilled labour.—This class was in demand, the supply consisting chiefly of new arrivals and Italians.

BERLIN, ONT., AND DISTRICT.

Mr. Harry Peters, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions during May were active, except in one or two lines. Building work was plentiful. It is estimated that 150 houses are under way. Work on the new market building was commenced, and also on the addition to the Merchants' Rubber Works. The contract was let for a three-storey addition to St. Jerome's College. The Berlin Bedding Company has begun operations. The firm will manufacture high grade mattresses, comforters, gymnasium mats and steamer cushions. The Berlin District Steam Heating Company has bought a lot, and intends to build and put down a mile of piping this year. Regular civic improvement work for the summer on cement walks, new roads, sewers, etc., have com-

menced, and will give employment to all available labour.

The total output of the Berlin factories in 1906 was $7,250,000 in value; the wages paid by manufacturers were $1,500,000; 3,800 hands were employed, 2,800 male and 1, 000 female.

Carpenters, painters, tailors and building labourers were granted an increase, and the Union carpenters were granted a nine-hour day from May 1st. Carpenters now receive $2.50 for nine hours, and the best painters the same. Building labourers now receive 25 cents per hour. Tailors received a 12 per cent. increase. There was no unrest in industrial circles.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have finished seeding and reported crops backward.

Manufacturing.—Industrial establishments were active, with the shirt factories more so than any other line.

CONDITION OF PARTICULAR TRADES.

Building.—Masons, bricklayers, lathers and plasterers were exceptionally busy, while painters and paperhangers had one of the busiest months of the year. Builders' labourers found ready employment, and the indications were that the season would provide plenty of work.

Metal, engineering and shipbuilding.—Iron workers, iron moulders and helpers had a busy month. Steam engineers and electrical workers were also busy.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers were very busy.

Printing and allied.—Printers and pressmen were active.

Clothing.—Journeymen tailors and lady garment workers were busy.

Food and tobacco preparation.—Bakers and confectioners, butchers and cigar workers were active.

Leather.—Tanners and curriers, leather workers and trunk and bag makers had a busy month.

Miscellaneous.—Barbers, broom-makers, clerks and stenographers, delivery employees and laundry workers were busy.

Unskilled labour.—This class was very busy and in great demand. There was a large foreign element employed.

DISTRICT NOTES.

Elmira.—The Elmira door factory, to manufacture all kinds of builders' woodwork, will apply for a charter as a joint stock company, with a subscribed capital of about $12,000.

WOODSTOCK, ONT., AND DISTRICT.

Mr. R. F. Parkinson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

With few exceptions, all classes of labour were steadily employed during May. All branches of manufacturing and the building trades were actively engaged, and employment was provided for the available supply of both skilled and unskilled labour. An unusually large amount of building is under way this season, and regular work is guaranteed for the year in this line. As to the outlook for the balance of the year in manufacturing, much depends on weather conditions in the west. Manufacturers are awaiting the results of the backward season with more or less anxiety, having been advised in many cases to proceed more slowly for the next month or so until more definite information is available. This would apply particularly to agricultural implement, wagon, stove and furniture making firms. Trade with the west in these lines will not be as heavy as anticipated. The assurance, however, is given that activity will continue in all factories, but not as many extra workmen will be taken on as had been formerly contemplated.

The City Council has refused the application of the Woodstock Canning Company for a loan of $15,000 for 10 years.

On May 1st several teachers in the Woodstock Collegiate Institute received increases in salary of $100.00 per year.

The Woodstock & Ingersoll Electric Railway has been purchased by a syn-

dicate of Pittsburg capitalists, which will build branch lines to Port Dover and Brantford.

Wholesale and retail trade has been brisk, and book clearings were very satisfactory.

Relations between employers and employees continued cordial.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had an exceptionally busy month completing seeding operations, and the end of the month saw all grains and roots in the ground. The growth of vegetation has been slow, owing to the cold eather. Cheesemaking was resumed in all the factories of the Woodstock district on May 1st.

Manufacturing.—All lines continued busy, some factories being again engaged overtime.

Railroad construction.—Work was commenced on the new steam railway between the towns of Embro and St. Mary's.

CONDITION OF PARTICULAR TRADES.

Building.—Building operations commenced actively early in the month. There was a brisk demand for unskilled labour for excavation work, and the lifting of old buildings to be replaced by new structures. Bricklayers and masons had steady employment, and as the month advanced carpenters and plasterers became busy. Builders' labourers were likewise well employed.

Metal.—All branches were active, iron workers, machinists and electrical workers being very busy.

Woodworking and furnishing.—As in previous months, there was steady employment for this line of labour. Carriage and wagon makers as well as all engaged in the furniture trade, were busy.

Printing.—Printers and pressmen had a good month, working overtime the greater part of the month.

Clothing.—Tailors and garment makers were engaged overtime the entire month on spring orders.

Food and tobacco preparation.—There was steady employment for bakers confectioners and meat dealers.

Leather.—Tanners, curriers and saddlers were well employed.

Transport.—Shipments from this district for the month of May were the heaviest on record, and very active employment was provided for all branches of labour.

Unskilled labour.—Practically none were without employment.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Activity continued in all branches of industry during May. The prospects for the summer months are encouraging, manufacturers reporting many orders ahead. The building trades had a very busy month; permits to the value of $20,000 were issued the first week of the month for residences. The Way Block is almost completed and the large extension to Knox Church has been finished.

The Kurtze-McLean Co., has started work and has plenty of orders. The addition to the Stratford Avon Hosiery Factory is nearing completion and will necessitate an increase in its staff.

Work on the new Normal School is progressing rapidly.

Wholesale and retail merchants reported trade very good. No changes occurred in the rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were actively seeding. Fall wheat and spring crops look favourable.

Market prices were as follows:—

Butter 20c. to 22c. a pound.
Eggs 16c. to 17 c. a dozen.
Potatoes 90 c. to $1.00 per bag.
Apples 75 c. to $1.00 per bag.
Lettuce, onions, raddisnes and rhubarb were 5 c. a bunch.

Manufacturing. — All branches were very busy, and prospects are bright for a continuance of activity.

Railroad construction.—The usual num-

ber of men are engaged keeping yards and tracks in repair and building new sidings.

CONDITIONS OF PARTICULAR TRADES.

Building.—The building trades had a very busy month, especially bricklayers, masons and carpenters. Lathers, plasterers, painters and paperhangers were active. P umbers, gas-fitters, stonemasons and builders' labourers had a good month.

Metal and engineering.—Iron moulders, iron workers and helpers reported employment good and engineers and electrical workers were active. Blacksmiths, boilermakers and bicycle workers were busy.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and carriage and wagon makers had a busy month. Coopers were active.

Printing.—Printers reported a busy month, with no men idle.

Clothing.—Journeymen tailors and garment workers were active.

Food and tobacco preparation.—Bakers, butchers and cigar-makers had a busy month.

Leather.—Saddlers and leather workers were well employed.

Miscellaneous.—Barbers, clerks, hotel and laundry workers were active.

Transport.—All railway employees and teamsters and expressmen had a good month.

Unskilled.—There was plenty of employment, especially on concrete sidewalks and sewer construction.

DISTRICT NOTES.

Goderich.—A large gang of men are at work on the C. P. R., and passenger traffic is expected to be inaugurated by September. The track is laid 17 miles beyond Blythe and within four miles of Goderich.

St. Mary's.—The assessor has completed the assessment roll, which shows the population of the town to be 3,344, and the total assessment $1,503,755.

Mitchell.—The proprietor of the Mitchell Flax Mill has a large crop of flax sown this year. The mill employs a large number of hands the year round. They have nearly a month's work ahead before last year's crop is all worked up.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during May was hardly as active as at the same time last year, as new arrivals from Great Britain have about met the demand, excepting for unskilled labour in some instances. W. J. Reid and Company, wholesale and retail crockery dealers, have sold their premises, which will be turned into an amusement hall. The Shuffelworth firm is about to build a three storey factory, and a new cigar factory will be started in June. The report of the Board of Trade for 1906, shows that 287,680 tons of freight were shipped out of London, and 592,099 tons shipped in, as follows:—Shipped out, 5,333 tons of lumber; 4,953 tons of live stock; 6,215 tons of flour; 2,720 tons of grain; 3,033 tons of hides; 8,902 tons of machinery; 16,850 of ale; 18,243 tons of stoves and iron, and 222,320 tons of miscellaneous freight. Shipped in—69,923 tons of lumber; 9,364 tons of live stock; 5,737 tons of flour; 32,601 tons of grain; 230,320 tons of bituminous coal; 50,310 tons of anthracite coal; 5,729 tons of fruit; 6,667 tons of machinery; 21,221 tons of iron, and 159,237 tons of miscellaneous freight. During 1905, the sum spent on new factories and buildings was $497,145, while in 1906 it amounted to $1,200,000. On the 1st of April the price of milk was lowered from 6 to 5 cents a quart. The merchants of East London, as in former years, will close their places of business on Wednesday afternoon during June, July and August. The Master Printers' Guild of Ontario met in this City on May 24 and 25. During the month the plumbers made a demand for an increase in wages of 10 cents an hour. A compromise was effected with some of the employers for an increase from 30 to 35 cents an hour. On May 1, the em-

ployees of three firms, 10 in number, struck work and after being out a week, the increase was granted. The bricklayers and their employers made a three years' agreement early in May, whereby an increase from 40 cents to 43 cents an hour was granted, to take effect from June 1, 1907 to April 30, 1908, and to 45 cents an hour from May 1, 1908 to April 30, 1910. The price of flour has risen 30 to 50 cents a barrel.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers complain of a scarcity of farm labour. Good men want from $25 to $30 per month and board; they could be secured a few years ago for $10 and $12 per month. Experienced men and farmers' sons have left the district for the North-west.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers reported that new arrivals had increased the supply till it exceeds the demand. A few workmen were idle in this trade. Carpenters were busy with all competent workmen employed. Lathers and plasterers were becoming busy. Painters, owing to their strike, reported trade slightly dull. Plumbers were very busy. Stone cutters were waiting for stone. Builders' labourers reported plenty of work on hand. Brickmakers have finished burning their first kilns, which will supply the present demand and help the contractors to finish structures.

Metal, engineering and shipbuilding.—Iron moulders reported trade extra good, and iron workers trade busy. Machinists were busy. Linemen were also busy, but most of them were employed outside the City. Metal polishers and buffers reported trade good. Brass workers were exceptionally busy, and cannot fill orders fast enough. Stove mounters reported an increase in the number of hands employed.

Woodworking and furnishing.—Carriage and wagon makers, and car builders were busy. The latter reported a steadily increasing repair trade. Coopers were very busy.

Printing.—The printing trade was active, a lot of new machinery being installed. Talbot and Company are putting in a new Monotype and an optimus press, and the "Advertiser" is to put in another Linotype machine. C. R. Somerville will put in a new cylinder press.

Clothing.—Journeymen tailors reported the best spring trade in some time. Garment workers reported trade very good, and boot and shoe makers were very busy.

Food and tobacco preparation.—Cigar makers were all working, with business continually increasing. A new factory will start next month.

Leather.—Tannery employees were very busy. Saddlers reported trade increasing, with more hands employed.

Miscellaneous.—The barbers have increased the price of a massage from 15 to 25 cents, and will charge 5 cents additional when the neck is shaved. Children's hair-cuts will in future cost 25 cents on Saturdays, and 15 cents on other days.

Transport.—A large amount of freight is moving, and train crews reported a good month, especially on locomotives. Teamsters were exceptionally busy.

Unskilled labour.—This class was in demand owing to the large number of civic contracts under way.

DISTRICT NOTES.

Glencoe.—The Glencoe Woollen Mill, to which the village voted a loan of $8,500 less than a year ago, was compelled to close down.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during May was not as active as during the corresponding month of the previous year. A number of building permits were issued, and the prospects were that the month would have been a fair average in the building

trades had the weather been at all favourable for outside work. Notwithstanding unfavourable weather conditions skilled and unskilled labour was fairly well employed.

On May the 1st, 1906, a 20 per cent reduction was made in the working force in the Père Marquette shops in this city whereby 35 men were laid off. This year the full force has been maintained, and the men have been well employed in the different departments.

A by-law was submitted to the ratepayers asking their endorsation of a bonus to a joint stock company for the establishment of a plant for the construction of children's carriages. The company requested a bonus of $5,000. The by-law was defeated. The electors of this City will, probably, be asked to grant a substantial bonus to a company that proposes establishing a large plant for the construction of cars. The concern is to have a capital stock of $400,000 and the working capacity is to be at least 5 cars daily. It is estimated that should the plant be established, from $10,000 to $15,000 monthly would be distributed in wages.

At a recent meeting of the druggists of the City it was decided to close the drug stores on Sundays until eight o'clock in the evening, after which hour, they will remain open for a short time. Heretofore, the druggists have co-operated in serving the people throughout the entire day.

Ingram and Davey, hardware merchants, have purchased a site for the erection of a modern business structure.

The South Western Traction Co. has shown considerable activity during the past month. A large force of linemen has been at work stringing wires over the tracks from St. Thomas south. Property adjoining the street Railway Barns have been purchased by the South Western Traction Co., and the building formerly known as the Hutchison House is being converted into a car barn. Eight new cars purchased from the Ottawa Car Co., have arrived in the city to be used on this line.

The following schedule was put into effect on the St. Thomas Street Railway, May 15th:—

Conductors and motormen who have been in the service over three years to be paid 18 c. per hour instead of 17 c. as heretofore.

Conductors and motormen after six months in the service will be paid 17 c. instead of 15 c. as heretofore.

Conductors and motormen to receive 15 c. for first six months instead of 12½ c. as heretofore.

Thirty men are affected by the new schedule.

The employees at the Light, Heat and Power Department were granted an increase of pay amounting to 1 cent per hour, all around. These men work eight hours per day and seven days per week. The new schedule took effect May 15th, and will affect 34 men.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The unseasonable weather has given the crops a considerable setback. The extent of the damage done cannot yet be estimated.

Manufacturing.—Activity prevailed in nearly all lines. The Canadian Iron Foundry Co., reported the month a very brisk one, part of its force working overtime.

Railway construction and employment.—Work is being rushed by the South Western Traction Co., and it is expected the cars will be in operation on that line in a month or so. Very little construction work is being done so far this summer on the railroads, but with more favourable weather it is expected that work trains will soon be started.

CONDITION OF PARTICULAR TRADES.

Indications point to an average season in the building trades. The various trades were well employed considering the unseasonable weather. There has been a scarcity of labourers at a number of the City industries, particularly in the Michigan Central Shops. Lathers and plasterers have been kept busy during the month, and painters and plumbers have been very busy, with more work than they could handle. Carpenters have been in demand, but very little

outside work has been done so far this season. Machinists, blacksmiths, moulders and boiler makers have been well employed. The woodworking and furnishing trades were all well employed, and printers had a busy month. Journeymen tailors reported the month to be an active one, and railway employees were fully employed during May.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were active, especially towards the end of the month. Some large contracts were awarded, viz., a hotel, to cost $14,000; and a residence to cost, $8,000, while plans were in the hands of the architects for a block of stores, a maternity ward for St. Joseph's Hospital, and a residence. The Aberdeen Bridge having been strengthened, according to the City Engineer's plans, the Chatham, Windsor and Lake Erie Electric Railway Company has received from the City exchequer the sum of $35,000, and will now build the line to Lake Erie. The ratepayers voted on a by-law to loan $20,000 to the Wolverine Brass Company, of Grand Rapids, Mich., to establish a branch of its business in the City, the Company agreeing to employ 25 workmen at the commencement of its business here, and to increase this number in a short time to 100.

On May 6, the city barbers held a meeting, and decided to raise prices as follows:—

	Old rate	New rate
Hair cut	$.15	$ .25
Shave	.10	.10
Shampoo	.25	.25
Singe	.10	.15
Whiskers trimmed	.10	.10
Neck shaved	.00	.05

The new schedule took effect on the 13th of the month. The Industrial Committee of the City Council is communicating with the Detroit Shirt Waist Company. Wholesale and retail trade was fairly active, and materially improved towards the end of the month. No changes in rates of wages or hours of labour were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy seeding, the period for doing this having been limited by unfavourable weather. Farm labourers were somewhat scarce, owing to so many having left for the North-west. In some instances, as high as $25 and $28 per month with board were offered.

Manufacturing.—Industrial establishments were active, with few workmen out of employment.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons were only fairly employed owing to the scarcity of brick. Carpenters have been very busy, with competent workmen in demand. Lathers and plasterers found employment light. Painters and paperhangers were very busy, as well as plumbers, gas and steamfitters, and builders' labourers.

Metal, engineering and shipbuilding.—Moulders, helpers, steam engineers and machinists were busy. Engineers and electrical workers were only fairly well employed. Blacksmiths reported trade dull. Boilermakers were busy.

Woodworking.—The woodworking factories were fairly busy the first part of the month. Carriage and wagon makers were very busy.

Printing.—Printers were busy, especially in the jobbing department, but bookbinders reported work a little slack.

Clothing. — Journeymen tailors were very busy.

Food and tobacco preparation.—Bakers and confectioners reported a very good month, but cigar makers were somewhat quiet.

Miscellaneous.—Barbers had a good month, and clerks and stenographers a busy one.

Railroad construction and employment.—Railway employees were busy. Hack-

men and cabdrivers reported a good month.

Unskilled.—This class was well employed.

DISTRICT NOTES.

Blenheim.—The Town Council is considering the advisability of submitting a by-law to the ratepayers for the purpose of assisting a canning company.

Tilbury.—A new hotel is nearing completion; it will cost about $10,000. The gusher struck on the Nelson farm in Tilbury east, flowed at the rate of 500 barrels per day.

Sarnia.—Nothing further has been done to establish a canning factory here.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during May was very active with both skilled and unskilled labour in nearly all branches of industry. There was a heavy demand for suitable workingmen's houses at a rental of about $8 or $10 per month, but it was claimed that in consequence of the increased cost of building materials, etc., it was impossible to build houses to rent for less than $15 to $25 per month. The Board of Works is spending $27,000 on the paving of streets, the building of cement sidewalks and other local improvements, all of which will provide employment for large numbers of workmen and teams. Wholesale and retail trade was exceptionally good, and payments satisfactory. Bricklayers had their wages increased from 50 to 52 cents an hour, about 30 men being affected by the increase.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The cold weather has been a great hinderance to the farmers, and in consequence the crops are expected to be much later this year than last. What with the severe frosts and the prevalence of "San José" scale, the fruit crop this year will be a failure. The presence of this pest in Essex county has injured the farmer seriously, some having their entire peach orchards destroyed. The Horticultural Society of Windsor is sending to all interested printed instructions how to deal with this scourge.

Railroad construction and employment. The Windsor and Tecumseh Electric Railway was completed and opened for traffic on the first of the month. It is ten miles long and runs along the river front.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were busily employed on business and residential properties and prospects were excellent for a large season's work. Bricklayers, carpenters, plasterers, painters, plumbers and all connected with the trades were fully employed.

Metal, engineering and shipbuilding.—Iron moulders, machinists, steam engineers, sheet metal workers, boilermakers, linemen, blacksmiths and horseshoers were active.

Woodworking and furnishing.—Woodworkers, upholsterers and wagon makers reported a good month's employment. Coopers had plenty of work.

Printing.—Printers and pressmen had a very busy month.

Clothing.—Journeymen tailors were working overtime, and a few competent garment workers were in demand.

Food and tobacco preparation.—Bakers, butchers, ice-handlers, tobacco workers, etc., were active.

Miscellaneous.—These trades had active employment, with a demand for female help.

Unskilled.—Unskilled labourers found abundance of employment.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. T. H. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was fairly active during May, and the outlook is bright.

The Algoma Steel Company contemplates the erection of another blast furnace to cost $100,000, and to give employment to 75 or 100 additional workmen. The Superior Copper Company is also contemplating the erection of a concentrating plant to cost about $175,000, with a capacity of 500 tons of ore per day; it is this company's intention to use the smelter belonging to the Lake Superior Power Company. The Sault Ste. Marie Pulp and Paper Company's mill, that was recently destroyed by fire, is being rapidly rebuilt. It is expected that this mill will be ready to operate by the first of July. The Canadian Logging Tool Manufacturing Company, Limited, is erecting a plant for the manufacture of lumbermen's supplies, etc. The firm will commence business as soon as possible. From 25 to 50 workmen will be employed. The contract for the construction of a new fire hall to replace the one destroyed by fire some months ago, has been let. In connection with the Public Library, which was also destroyed by fire, the Library Board is applying to Mr. Andrew Carnegie for further funds.

The outlook for marine interests this season is bright. Wages paid are as follows:— Captains and chief engineers, are paid on season's contract; 1st officers, $70 per month; 2nd officer, $50 per month; 2nd engineer, $60 per month; oilers, $37.50 per month; wheelsmen, $30; firemen, $37.50; watchmen, $30; stewards, $60; deckhands, $25, and helpers, $25. These rates are about the same as those of last year. Lake commerce reports for the past year show that 95 per cent. of the freight and 43 per cent of the passenger traffic passing through the canal at Sault Ste. Marie went through the American locks. The total number of tons passing through both canals was 51,751,080, valued at $537,463,454. The total tonnage passing through both canals during May and April this year was as follows:—

	Canadian Canal.	American Canal	Total.
April, 1907..	21,352	362,557	383,609
May, 1907 ...	255,221	1,340,331	1,595,552

Bank clearings were fair considering the backwardness of the season. Transportation was active, but wholesale and retail trade was somewhat quiet. There were no changes in the rates of wages or hours of labour. Wages paid on the drives this year were from $2 to $2.50 per day, and sawmill labourers were receiving about $1.75. These rates are about the same as those paid last year.

Business during May was comparatively dull in nearly all lines throughout the district; the unfavourable weather conditions were blamed for this. The Town authorities have commenced the construction of sewers, sidewalks, etc.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The backwardness of the season has seriously interfered with the farmers, but fine weather during the last few days of the month has materially improved conditions.

Fishing.—Conditions were normal.

Lumbering.—Business was fairly satisfactory and prospects bright.

Manufacturing.—Conditions were about the same as last month.

Mining.—The usual activity prevailed.

Other industries.—The output of the steel plant was somewhat curtailed owing to one of the blast furnaces being closed down for relining. A fire closed down the pulp mill last month.

CONDITION OF PARTICULAR TRADES.

The various skilled trades experienced normal conditions.

PORT ARTHUR, FORT WILLIAM, ONT., AND DISTRICT.

Mr. R. B. Harstone, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Business during the month of May was disappointing throughout the district, the backward weather being largely responsible. In the building trades, the disagreement between the bricklayers and stonemasons and the master builders prevented work in either of these lines during the first eighteen days of the

month. The trouble has been satisfactorily arranged, and with the advent of favourable weather it is confidently expected that building operations will be conducted with activity until the close of the season.

In the lumber trade great activity prevailed. Notwithstanding the deep snow in the bush last winter, the output of logs was considerably larger than was expected. The Pigeon River Lumber Co. have made one successful drive, and with every indication of plenty of water in the stream, it is confidently expected that the whole of last winter's cut will be manufactured this season. The supply of labour is equal to the demand, the only changes in prices paid being to mill hands, who received an increase of ten per cent. over what was paid in 1906. This increase was arranged without friction and was granted on account of the increased cost of living.

The fishing industry this year has been more satisfactory than last.

Mining and prospecting have been much delayed by unfavourable weather conditions. The blast furnace at Port Arthur has not commenced operations owing to delay in the ballasting of the branch line to their mine; this, however, will be completed in a few days, when, everything else being in readiness, the work of producing Bessemer Pig at this point will be begun.

Both in marine and railroad circles, considerable activity has been maintained since the opening of navigation, the package freight business being much in excess of last spring. The railway companies have been busily employed in moving the balance of last year's crop to the lake elevators, which latter have been fully employed transferring it to vessels. It is now thought that this business will continue for some months, as the quantity held by farmers and stored in inland elevators exceeds the estimate made by dealers at the close of navigation last season. In evidence of the growth of the package freight business at the ports of Fort William and Port Arthur, the following list of the vessels which regularly ply between here and the eastern ports are given:—

Canadian Lake Line:
J. H. Plummer.
A. E. Ames.
H. M. Pellatt.
Arabian.
Corunna.
Nevada.

Merchants and Montreal Lake Superior Lines:
Haddington.
Bickerdike.
Advance.
Edmonton.
Neepawah.
Wahcondah.
Rosedale.

R. O. and A. B. MacKay:
Dundee.
Glenellah.

Canada Atlantic Transit Co.:
Ottawa.

Midland Navigation Co.:
Midland King.
Midland Queen.
Midland Prince.

Canadian Pacific Ry. Co.:
Manitoba.
Alberta.
Althabasca.

Northern Navigation Co.:
Huronic.
Saronic.
Ionic.
Doric.

Mutual Transit Co.:
Northern King.
Northern Queen.
North Star.
North Wave.
Russia.

Parry Sound Transportation Co.:
Seguin.

A large force of men have found employment handling steel rails and track material, which is consigned here in vessels and transported by the railways to construction points.

In addition to the above, the coal trade at these ports is assuming very large proportions, and the plants for handling the same at both the C. P. Ry., and C. N. Ry., docks have been working full time since the opening of navigation. The former company expects to receive during this season 850,000 tons, and the C. N. R. 550,000 tons. In this connection it might be noted that the C. N. C. & O. Dock Co.'s plant at Port Arthur recently discharged 10,700 tons steam coal in the record time of 25 hours and 15 minutes. This plant, which is the latest established in this district, is proving most satisfactory, doing the work with a speed and economy which justifies the expenditure ($1,000,000) on its construction.

The foundries and repair shops were

all working to fullest capacity; the large increase of marine work and in the lumbering and mining industries indicates that this satisfactory condition will continue during the season.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions during May have not been as favourable for labour as was expected. The weather remained exceptionally cool and in consequence the commencement of summer work has been delayed. Although the demand for labour has been heavier than usual, there has been a steady influx of men. Employment agents are only recently sending out large gangs to railroad construction camps, whereas the movement commenced nearly a month earlier last year. There is a general demand for various classes of labour from western Canada, and the incoming immigrants at Winnipeg are being carefully examined by agents for men capable of doing the work required. As compared with conditions existing in April, those of the present month are not as promising, the demand for labour last month being greater in proportion to the supply.

Public works for the City of Winnipeg will not be as extensively under way during the present summer as in 1906. The Board of Control has decided that not more than $1,000,000 will be spent in new work; this is little more than fifty per cent of the total expended in 1906. The cause is the increasing cost of money and the difficulty of disposing of municipal securities.

A contract has been awarded for the construction of a tramway from Lac du Bonnet to Point du Bois where it is proposed by the City of Winnipeg to develop a water power. The cost of grading for this road will be approximately $50,000, and will be proceeded with immediately.

Marked activity prevailed in transportation, following the opening of navigation and the accumulation of freight through the failure to operate several branches during the winter months. In addition to having to dispose of arrears of business, the railroad companies are faced with a heavily increased demand from the wholesale houses of Winnipeg. Generally speaking wholesale business has increased by 25 per cent over last year.

Retail trade within the City of Winnipeg has been very quiet as a result of the weather.

Unsettled conditions in the building trades is given as a reason for a decline in the volume of new work. The demands of many of the building trades for higher wages has deterred many from proceeding with building. Last year at the end of May, the total value of building permits issued was $5,500,000; on the 25th of May, 1907, the total permits issued for 1907 barely amounted to $3,000,000. The plasterers were still out on strike. It is understood that a meeting between representatives of the building trades and the Builders' Exchange is being arranged. Until some understanding is arrived at the prospect of building reaching the same volume as in 1906, is not bright.

The members of the Journeymen Horseshoers Union of Winnipeg went on strike on May 20th. About fifteen shops and 40 men were affected. On Monday, May 13th, the Union made a request for an increase in wages and for a fifty-five hour week. The employers, who are organised under the title of the Manitoba Horseshoers' and Carriagemakers' Association, declined. Up to the present time the wages have been from 29 c. an hour for floormen, who put on the shoes, to 32 c. for firemen, who fit and caulk them, with a fifty-six hour week. At this rate the men claim that it was possible to earn on an average $16 per week, but the employers, the men claim, reduced the hours until some of the men could earn only $450 per year. The men now desire a 34 and 36 cents per hour with a fifty-five hour week.

The price of fuel in Winnipeg still remained very high. For wood, $10 was paid for what a year ago could be pur-

chased for $6.00. Fears are being entertained that the heavy demands upon the supply of wood during the last few months will cause a shortage next winter, a circumstance that is considered to be one of the causes of the present high prices. Wood is still used by a large proportion of the poorer class for cooking and heating purposes.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crop reports issued by the railroad companies and by grainmen indicate that the acreage in wheat will be about the same as last year. Seeding is nearly two weeks later than usual, but no anxiety is felt. The weather from May 13th to the 25th, was exceptionally favourable for seeding, the land being dry. Rain is now needed. A larger proportion of the coarser grains are being sown this year. The Hon. the Minister of Agriculture states that wheat in Western Canada was never sown under more favourable conditions.

Railroad construction.—Railroad construction has been somewhat delayed by the cold weather, but contractors are now doing their utmost to take full advantage of the fine weather prevailing. Employment agencies in Winnipeg are busy filling large orders for men.

CONDITION OF PARTICULAR TRADES.

Building. — Dullness prevailed. The amount of work called for is not up to expectations and the number of men employed is not nearly as great as last year at the corresponding period.

Metal.—The machine and moulding shops were running to full capacity, reporting the demand for work heavy. Carriage makers were busy. The horseshoeing trade suffered from interruption through the strike.

Woodworking. — Woodworking establishments reported orders from western points coming in briskly. In Winnipeg, however, the demand is not nearly so great as expected.

Printing.—The engraving trade was active, and no complaints as to lack of orders was heard from the printing houses. No men were reported out of employment, and there is some enquiry for good linotype operators.

Clothing.—These trades were all active. Overall and garment workers were in demand and the volume of business appeared to be increasing. Custom tailors reported spring business opening up satisfactorily.

Food and tobacco.—The baking and confectionery trades found business expanding, which necessitates their continuously enlarging their staffs. During the month the bakers raised the price of bread by giving eighteen loaves for a dollar instead of twenty. This refers to the two-pound loaf.

Leather.—The leather factories were all busy.

Miscellaneous.—The supply of persons seeking miscellaneous work is greater. Experienced waiters and dining room girls, and domestics are in great demand.

Unskilled labour.—Unskilled labour for railroad work was in demand, and will continue so for the rest of the summer.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

In the building trade, work has been somewhat retarded owing to the late opening of the season. At the City Engineer's office permits are being issued steadily, but not as would be the case with warm weather prevailing. Permits to the value of $18,000 were issued during one day this month. A contract has been let by the Canadian Pacific Railway Company for the construction of a large machine shop in Brandon this summer. The building will be of solid concrete, and will cost in the neighbourhood of $20,000. Heavy expenditures will be incurred on additional buildings and plant by the Brandon Electric Light Company. The cost of the new building alone is placed at $20,600. One of Brandon's large door and sash factories is over stocked, a result of the late opening of spring. The total

assessment of Brandon is over seven million dollars. The population this year is estimated at 10,750 persons, an increase of nearly one thousand over last year. A line of coal sheds along the Great Northern Railway Company's tracks, from 15th to 18th streets, and to supply storage capacity sufficient to stock Brandon for two years, will be built as the outcome of a conference between the General Industrial Agent of the Great Northern Railway Company and four local coal companies. A site has been secured by the companies upon which will be stored a good supply of fuel before winter sets in. Transportation companies reported traffic very heavy. Wholesale and retail trade has been affected somewhat by the late opening of spring, but will be more active as the season advances. The Canadian Pacific Railway Company has granted operators an increase of 20 per cent, with an annual vacation and pay. There was no unrest in the labour market.

The Brandon City Council recently carried the following motion:—"That the Provincial Government be and is hereby requested to construct and maintain a telephone system in the City of Brandon in conjunction with its proposed Provincial system, and that construction be proceeded with at as early a date as possible." The directors of the Pioneers Fire Insurance Company reported that the Company's outlook was very bright over $115,000 worth of stock having been sold. A $15,000 warehouse will be erected in Brandon this summer by the Wm. Gray Company, carriage builders of Chatham, Ont., and the Manson Campbell Fanning Mill Company, of the same place. It will be four stories high, built on a concrete foundation.

The prices of wood in Brandon during the date of May 2nd, were as follows:—

Poplar 4 ft	$5.50
" sawed	6.50
Tamarack 4 ft	7.50
Sawed	8.50

There was no particular lack of fuel.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Up to May 23, weather conditions were not favourable, but reports from different localities show that seeding operations were being rushed, and that conditions during the last week of the month have been more favourable. It is stated that the ground was in good condition. In some sections wheat is up. About ninty-five to one hundred days will be needed to mature the crop. This would bring the harvest on in the latest sown section about from August 17 to 27. Brandon has secured the Winter Fair for next year. A $30,000 building, for the erection of which nearly sufficient funds have been raised, will be proceeded with shortly, the plans awaiting the approval of the Board.

Manufacturing.—Owing to the lateness of the season, the sash and door factories were not doing the amount of business they otherwise would have done. Flour mills reported trade active.

Railroad construction and employment.—Ballasting operations on the Pheasant Hills branch of the Canadian Pacific Railway have been begun, and will be carried on until the close of the season. The Grand Trunk Pacific Railway Company and its contractors are experiencing some difficulty in carrying on construction work owing to unfavourable weather conditions, scarcity of suitable labour and the failure of other roads to have the necessary ties on hand on which to place the rails. The work, it is said, is thrown back the better part of a year, owing chiefly to these disadvantages.

CONDITION OF PARTICULAR TRADES.

Building.—Employees were working full time, and if the weather conditions continue favourable they will likely be busily employed, as the season was somewhat late in starting. Plumbers and steam-fitters found trade brisk.

Metal, engineering and shipbuilding.—Iron moulders, machinists, steam engineers, sheet metal workers and boilermakers were active.

Woodworking and furnishing.—Woodworkers, upholsterers and pattern makers were active.

Printing.—Printers and pressmen were active.

Clothing.—Journeymen tailors, garment

workers, boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters, cigar makers, ice-handlers and tobacco workers were actively employed.

Miscellaneous.—Conditions with barbers, clerks, stenographers, delivery employees and laundry workers were somewhat quiet.

Transport.—Traffic on the Canadian Pacific Railway was very heavy, and the employees of the different departments were busy. Cabmen, teamsters and expressmen were also actively employed.

Unskilled labour.—The market for unskilled labour was over-stocked by men from Great Britain.

DISTRICT NOTES.

Souris.—The Souris Construction Company has secured the contract for the building of 64 section houses for the Canadian Pacific Railway Company, also for the erection of several other large buildings. The frame work for all the above structures will be done at Souris, and shipped to the points where required. This Construction Company is at present the largest employer in town, employing about one hundred workpeople.

MOOSE JAW, SASK., AND DISTRICT.

Mr. Jas. R. Bastien, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour during May was very active. The season was exceptionally late and cool weather prevailed up to the first of the month, seriously delaying agricultural pursuits. Grain sown up to the end of the month had a splendid start and is now well out, being strong, with every indication of a good crop. Wheat sown up to the first of June is considered not too late, and with the good weather prevailing and the advanced prices of produce, the season promises prosperity to the farmers of the Province. Dating from the first of April, Canadian Pacific Railway Company's employees generally received a large increase in wages. For the City of Moosejaw alone the increase to engineers, trainmen, maintenance-of-way employees, the telegraphers and office staffs amounted to $6,000 per month. During the spring the Dominion Government opened a Dominion Land Office in the City, with a staff of thirty employees. The Moose Jaw Brewing and Malting Company expects to start during the first week in June, and to give employment to about eighty employees in the course of a very short time. Several manufacturing warehouses contemplated building on the new city warehouse spur track, lately opened. The Canadian Pacific Railway Company has opened up three gravel pits for the improvement of the roadbeds. Each pit gives employment to about two hundred men. The building trade was exceptionally busy, and wages advanced compared with those paid a year ago. Unskilled labour is at the same rating. The City has awarded large contracts on various improvements, including a new fire hall, new side-walks, water and sewer work. The assessment of the City is now $6,500,000. New industries opening up in Moose Jaw are a sash and door factory and a wholesale lumber company. A wholesale fruit and produce house and an American engine and implement manufacturing industry are expected to open a large distributing warehouse.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were very active and wages high. Carpenters were never better employed. Painters, decorators and paperhangers were very active, with openings for competent workmen. Plumbers were busy, and gas and steamfitters very active, with builders' labourers in demand.

Metal, engineering and shipbuilding.—Busy conditions prevailed.

Woodworking and furnishing.—Woodworkers were active, also upholsterers, varnishers, and polishers. Car builders were very busy.

DISTRICT NOTES.

Medicine Hat.—A new schedule of wages was recently obtained by Local

Federal Union No. 8 (**). Carpenters recently obtained a minimum wage of 40 cents per hour. Work has been late in opening up this year on account of the backward weather. Two large hotels and a bank will be started shortly, while a new post-office and a number of private residences and stores are in process of construction. The City is laying down sewers and will shortly begin the construction of septic tanks. A bridge across the Saskatchewan here is under construction by the Government. The outlook is for a busy summer season.(*)

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during May was fairly active, all classes finding employment better than in April, and fully as good as in the corresponding month of last year. There were some out of work in the building trades, but most mechanics were working. The building trades were somewhat delayed by the backwardness of the spring, but it is expected that all tradesmen will find employment during June, though there are plenty of workmen, skilled and unskilled, to do all the work in sight. The City has a large number of men employed on sewer construction and waterworks extensions, having more men on the pay roll than at any previous time. The municipal authorities have commenced the construction of a trunk sewer, which will take fully a year to finish. The City Council has submitted a by-law to the ratepayers to authorize the borrowing of $340,000 for the purpose of establishing a water supply system. The proposal is to obtain the water from the Elbow River, thirteen miles above the city, and convey it across the country to the City in large pipes to a reservoir located on an elevation. The transportation companies had a very busy month. Bank clearing for the week ending May 23, were $1,474,000, an increase of 118.6 per cent over the corresponding week of last year. Wholesale and retail trade had a successful month. Several changes have taken place in rates of wages. Early in the year the Hod Carriers and Builders' Labourers Union submitted schedules to the master builders as did also the Painters Union. The Arbitration Board, composed of three members of the Builders' Exchange and three members from the Building Trades Council, held three sittings during the latter part of April and the first week of May, and arrived at a scale, which it is believed will be satisfactory to all concerned. The minimum scale for labourers was increased from 25 cents per hour to 30 cents an hour, and will affect some 300 men employed in the building trade. The scale for the painters is from 35 cents an hour to 40 cents. The labourers employed by the City asked for an increase from 25 to 30 cents an hour, with a nine-hour day; the City Council granted them an increase of 2½ cents per hour. This will affect 300 men. A by-law was carried on the 15th instant, to raise $225,000 for the purpose of installing a municipal telephone system.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are confident of another good crop this year. There has been abundance of moisture during the spring, and winter wheat is looking well. The Alberta Pacific Elevator Company has commenced the erection of a large elevator in the eastern portion of the City. The company has some thirty elevators located throughout the Province, and proposes to use this one as a central or storage elevator. It will be similar to, and constructed on the same principal as the Canadian Northern Railway Company's elevator at Port Arthur.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners were very busy, and lathers, plasterers, painters and deco-

(**) A copy of this schedule is published in the present issue under the heading "Recent Industrial Agreements."

(*) The material of this note was supplied by courtesy of the recording secretary of the local Federal Labour Union.

rators, paperhangers, plumbers, gas and steam-fitters, stone cutters and builders' labourers active.

Metal, engineering and shipbuilding.—Iron moulders, steam engineers, electrical workers and linemen were active, and machinists busy. Blacksmiths, boilermakers, sheet metal workers and horseshoers were active.

Woodworking and furnishing.—Woodworkers, upholsterers, carriage and wagon makers, and car builders were busy.

Clothing.—Journeymen tailors, garment workers, boot and shoe workers were busy.

Food and tobacco workers.—Bakers, confectioners, butchers and meat cutters were busy, with cigar makers active.

Leather.—Saddlers and leather workers were active.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel, restaurant, and theatre employees were busy. Laundry workers were very busy.

Transport.—Railway train crews, telegraphers, switchmen, trackmen and freight-handlers were busy. Cabmen, hackmen, carters and draymen were busy, and teamsters and expressmen active.

Unskilled.—Active conditions prevailed.

EDMONTON, ALTA., AND DISTRICT.

Mr. J. A. Kinney, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was much more active than in April; compared also, with the same month of 1906, a greater number of workmen were employed. Work on buildings was very active, and was only limited by the supply of material. Last year's brick is all used, and the new brick is not yet ready. Owing to the failure of the railway companies to deliver supplies of British Columbia lumber, many buildings are being held back. Wholesale and retail trade was good. Wages have been increased in several branches.

The City is at present installing the Dominion Automatic telephone system and erecting a large exchange building. On the main streets the wires are being put under ground. The City of Strathcona will be connected with the system. Street paving is also being carried on; the rails for the street railway system being laid at the same time. A large trunk sewer is under construction. These undertakings require the services of large numbers of men, but so far the supply has been equal to the demand. The J. J. McLaughlin Company has commenced the manufacture of aerated waters. The contract has been let to the May-Sharpe Construction Company, and work began on the construction of a new packing plant. It will be one of the largest of its kind in the west.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Although this has been one of the latest springs on record, the most optimistic feeling prevails among the farmers in regard to the crop of 1907. The rain which fell during the past week, with the bright sunshine which followed, ensures a good start for all kinds of grain. Most districts reported all wheat about sown, and from ten to thirty per cent. of other grains.

Lumbering.—Logs are coming forward freely and the saw mills are busy. This will be a great boon to building interests, as native lumber supplies are about exhausted.

Manufacturing.—The manufacture of brick is proceeding with vigour in all the yards.

Railroad construction and employment.—Railroad construction work on the Grand Trunk Pacific Railway, east of the Clover Bar Bridge, is now underway. Grading on the approach to the proposed high level bridge is now going on.

CONDITION OF PARTICULAR TRADES.

Building.—In consequence of the exhausting of the supply of building material, bricklayers and masons were not employed to the extent usual. Carpenters and joiners were very active and more carpenters are being employed than at any previous period. The supply of

labour keeps equal to the demand. Lathers and plasterers were very active; this condition also applies to painters, paperhangers, plumbers, steam-fitters and builders' labourers.

Printing.—Printers and pressmen reported trade active.

Clothing.—Journeymen tailors reported conditions brisk.

Food and tobacco preparation.—Bakers, confectioners and butchers reported trade good, with cigar makers very busy.

Miscellaneous. — Barbers were busy. Hotels and restaurants had an excellent month.

Unskilled labour.—The demand increased during the month, but owing to the large influx of immigration the supply was equal.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during May was quiet, owing to the shortage of coal and coke caused by the coal miners' strike in East Kootenay, terminated on the 16th of May by an agreement for two years, which secured an increase in contract mining rates of 5 per cent at No. 9, Coal Creek; No. 3, Michel; Lundbreck and Canmore mines, and an increase of 25 cents per day on all $2.00 rates and of 5 per cent. on all rates of $2.50 and over. The settlement was greatly facilitated by the Industrial Disputes Investigation Act and the assistance rendered by the Deputy Minister of Labour*. The district will gradually recover its normal condition.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—This industry is enjoying prosperity. The Elk Lumber Company's mill at West Fernie has resumed operations with a staff of about 200 men, and although all the mills throughout the district are now running, they cannot keep up with orders.

Mining.—The annual report of the Crow's Nest Pass Coal Company for 1906 shows expenditures on improvements of $170,169.55, and $353,592.42 carried forward to profit and loss, in addition to the payment of a dividend of 10 per cent., amounting to $350,000. The California Giant Mining Company, of Rossland, has completed organization and started operations.

The three electrical locomotives recently placed in the Centre Star and allied mines are doing excellent work, and the management of other mines are contemplating installing similar motive power.

DISTRICT NOTES.

A large number of settlers for Alberta and Saskatchewan are arriving at Fernie from the United States, over the Great Northern railway, whence they take the Canadian Pacific railway to their destination.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was very active, a larger number of workmen being employed in the various industries than the corresponding month of last year. No serious shortage of labour was reported, with the exception of farm labourers, who were in demand. There was considerable activity in the building trades, it being estimated that at present there are about eighty houses under construction, to be occupied as soon as completed. A contract has been let for the construction of nine large wharves and warehouses, to cost about $30,000. The Dominion government has set aside $10,000 for the purpose of building wharves at various points on the Fraser river, for the benefit of farmers. A suc-

*A special article dealing with the origin and settlement of the dispute is published elsewhere in the present issue.

cessful sale of property which had reverted to the city through the non-payment of taxes was held recently, prices exceeding the upset price placed on the lots by two hundred per cent. The Dominion contemplates the immediate construction of two additional fish hatcheries in the Province, to be located at Batine and Sewart Lake respectively. These hatcheries will be capable of accommodating 10,000,000 fry. There was much activity in railroad circles in the district. It has been decided by the management of the Agricultural Society in this city to send a special fruit car loaded with prize-winning fruit through the Provinces of Alberta and Saskatchewan after the close of the fall fairs. The customs returns for the port of entry for New Westminster during the month of April, 1907, were as follows: $12,330.17 In April, 1906, they were $7,859.93, increase, $4,470.24. A large sailing vessel cleared during the month with a cargo of 1,650,000 feet of lumber for South America.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were working hard in order to get their seeding completed. Many were complaining that they could not secure sufficient help at a reasonable price. This shortage of help is caused by the active condition of the lumber and other industries, which in their present condition can afford to pay more wages than the average farmer.

Fishing.—Not many fish were taken, and fishermen do not expect a good run until after the spring freshet. Good prices were obtained, ten cents per lb. being paid to fishermen, while the retail price to the consumer is 15. Only 20 canneries will be operated on the Fraser river this year. The total pack is expected to be about 180,000 cases, or about the same as last year, which was 183,000 cases. A large number of fish have been destroyed by seals this year.

Lumbering.—Conditions continued active. The cut of the coast mills is estimated, for April, to have been 29,285,584 feet.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and decorators were active, with plumbers and builders' labourers busy.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers, machinists and engineers, blacksmiths and horseshoers were active, and boilermakers busy.

Woodworking and furnishing.—Woodworkers were active, with car builders (electric) and shingle weavers busy.

Printing.—Printers and pressmen were active, and photo engravers busy.

Clothing.—Journeymen tailors, boot and shoe workers were active.

Food and tobacco preparation.—Bakers, confectioners, butchers, meat cutters and cigar makers were active.

Leather.—Tanners and curriers were active.

Miscellaneous.—Active conditions prevailed with barbers, clerks, stenographers, delivery and laundry employees.

Transport.—Freight-handlers were active, and steamboatmen, street railway employees, teamsters and expressmen were busy.

Unskilled labour.—Conditions were active.

DISTRICT NOTES.

The Canadian Pacific Railway Company recently launched a commodious passenger boat for service on the Okanagan Lake.

The Sumas Development Company of British Columbia has been incorporated with a capital of $600,000, with the main object of dyking a large tract of fine agricultural land, known as Sumas Prairie.

VANCOUVER, B. C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed in all lines excepting bricklaying. Fully three-fourths of the bricklayers were out of

work owing to shortage of brick. Lime and cement were also very scarce. Trade was sound and decidedly in advance of a year ago. The tendency of goods to advance in price continued, with the exception of fruits and vegetables, which with the advance of the season were coming in more plentifully. Sugar advanced 10 cents per 100 lbs., potatoes, $5 a ton, and nails 25 cents a keg. California cherries sold for $2.50 a box; hams, 17½c. to 20¼c. per lb.; breakfast bacon, 17 to 25c.; backs, 17c. to 17½c.; local creamery butter, 35c.; Oregon creamery butter, 31c.; lard, 3's and 5's, 13½c.; 10's, 13½c.; pails, 13¼c.; cheese, 15½c.; fresh ranch eggs, 28c.; eastern eggs, 25c.; Griffin hams, 17½c. Great activity was reported in the sale of real estate, particularly of timber limits. A large number of lumbermen from outside points have been in the city, and there was a keen demand for limits, as well as for sawmills in operation. Several parties went out of the city to examine properties and several large deals may be expected in the near future.

Construction work on the third whaling station of the Pacific Whaling Company will be commenced early in June; it will be placed on Texada Island. The steamers 'Orion' and 'St. Lawrence' will be operated from there during the winter months. The Narrow Cut Creek station, on Kynqout Sound, is nearly completed, and will give employment to over 60 men. The Sechart Whaling station has been working to its fullest capacity. Whales are so plentiful that the whalers were limited to four a day, the full capacity of the station. The barrels used are brought from London, Ont., and cost $2 each. A large majority of the stores have decided to close at 9 o'clock on Saturday nights, and at 6 p. m. other evenings. The City Council has decided to call for tenders for the erection of new fire halls. A large stove foundry will be erected here by the McClary Stove Company, of London, Ont., as soon as a sufficient quantity of pig iron can be secured at a reasonable price. Timber for piling was taken from the Boundary Bay district for shipment to Panama, for use in the construction of the canal. The piling was taken to Blaine, Wash., where three ships were being loaded for Panama. The export duty is 1c. per foot.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—In spite of the lateness of the spring, crops in the Delta were well advanced. The fruit crop promises to be large.

Fishing.—Preparations on a large scale were begun for the July sockeye season.

CONDITION OF PARTICULAR TRADES.

Metal, engineering and shipbuilding.—There was activity in all branches.

Woodworking and furnishing.—Trade was fair, but a heavy output is expected for the season.

Printing.—Business was very active and all printers were employed. The 'Province' newspaper and the Union have renewed the arbitration clause in the scale of wages agreement.

Clothing.—Tailors reported a good month, but look for a quiet June.

Food and tobacco preparation.—Bakers and confectioners reported no men idle. Cigar factories reported a slight decrease in trade, accounted for by the starting of several new factories. The journeymen cigar makers reported conditions satisfactory.

Leather.—Workers on horse goods were busy.

Miscellaneous.—Female dining-room help was in demand.

Unskilled labour.—This class was well employed, and prospects were bright for a busy season.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, corerspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during May was fairly well supplied, very few, if any, complaints of a shortage of hands being registered, excepting in the industries of the British Columbia Marine Railway Company and the Victoria Machinery Depot,

in which a strike started six months ago continued. On the visit to this city of the Deputy Minister of Labour, an effort was made to have these troubles settled, by the Deputy Minister meeting the strike committee with the view of arranging a meeting with the employers. The meeting was arranged, but it is understood that the employers would not consent to a settlement except on the terms that existed before the strike. Since this meeting, the strikers have met and decided to remain out on strike. The old scale was $3.50 for a nine-hour day. The men want the same wages for an eight-hour day.

The members of the local staff of the Canadian Pacific Railway Telegraph Company have received increases in wages during the month, the chief receiving $10 increase and three operators $5 each increase. At Bamfield, also, three operators received an increase of $5 each. Employees in grocery establishments will receive a half-day holiday every Thursday during June, July and August.

Early in the month, when the steamers 'Maude' and 'Cascade' were ready to start from the wharf of the Marine and Fisheries Department with a supply of buoys, the crews went on strike. The men had been paid $40 per month and struck for $5 monthly in addition. A compromise was effected, the men being paid $42.50 per month. Late in the month the firemen employed on the steamship 'Princess Victoria' belonging to the Canadian Pacific Railway Company's fleet, demanded an increase of $5 per month. This the Company would not grant, and the men ceased work. They had been receiving $55 per month, having been given a raise on the first of May voluntarily by the Company. The number of firemen employed was eighteen. During the three years that the head-tax, which has been tantamount to exclusion, has been in force, but one Chinese paid the tax until this month, when no less than 18 Chinamen have entered Victoria from the Orient, paying the fee of $500 upon landing.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Fishing has been commenced at the traps on the coast, and many tons of spring salmon have been brought to this City to be treated at the several mild salt-curing plants, and afterwards shipped to Germany. The catch this year is not expected to be a very large one, and the number of traps in use will not be as large as in the years when the runs are large. The whale catch of the west coast of this island this summer promises to surpass all previous records. In two days recently as many as 24 whales were captured. A new industry, that of raising eastern oysters in western waters, has been started by the West Coast Oyster Company, which has just completed the placing of 1,175,000 oysters' seeds from the coast of Connecticut and Massachussetts in the Magazine Cove of Esquimalt harbour. All the schooners engaged in the seal hunting industry, with the exception of one, are now in, and although the catch this year is a very low one, it will total 1,039 skins, which at their present value will be worth about $25,000.

Lumbering.—Never in the history of British Columbia has there existed such a demand for lumber. All the mills in Victoria and surrounding districts were working to fullest capacity. The British Columbia Lumber and Shingle Manufacturers' Association has given notice of an advance of 20 cents a square on shingles, owing to the unprecedented demand for building materials to meet the requirements of the building trade.

Railroad construction and employment. Important improvements are to be made to the line of the Esquimalt and Nanaimo railway, an appropriation of $225,000 having been made by the Canadian Pacific Railway Company for the carrying out of this work. This expenditure will keep the present large force of workmen well employed all summer.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were active, and the outlook is that this condition will continue.

Metal, engineering and shipbuilding.—Iron moulders were well employed. Machinists and engineers were kept busy, some working overtime. Electrical workers had all that they could do, owing

to the large number of new buildings being erected and requiring wiring. Boilermakers, shipbuilders, and boilermakers' helpers were not very well employed, owing to the number of strikes in the different establishments. Horseshoers were busy.

Woodworking and furnishing.—Woodworkers, upholsterers, etc., were constantly employed in the local furniture factories, also varnishers, polishers, carriage and wagon makers.

Printing.—Printers, pressmen and book binders were very busy, with a favourable outlook. Linotypers have been in demand. All the job offices have employed full forces of men, and the International Typographical Union here has a membership of about 60, the greatest number it has had for over fifteen years.

Clothing.—Journeymen tailors were all well employed. They have received an increase of ten per cent., which will make a difference of about $2 per week to each of the fifty tailors working here. Garment workers were very busy, with good workers in demand.

Leather.—Leather workers and saddlers have been well employed during the month.

Miscellaneous.—Barbers were busy. Hotel and restaurant employées found employment exceedingly brisk, owing to the many visitors. Laundry workers were well employed.

Transport.—All lines were exceptionally busy, and the outlook very promising.

Unskilled labour.—Owing to the vast amount of street improvement being done by the city, unskilled workmen will have all they can do at good wages. This will continue all summer, and probably throughout the fall.

NANAIMO, B. C., AND DISTRICT.

Mr. E. A. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour have been well employed during May, and the demand for help exceeded the supply in nearly all branches. The shortage was felt more especially in the coal and lumber industries, which are the principal ones in this district. New logging camps are being started and the sawmills are increasing their capacity, so as to meet the increased demand for lumber. Wholesale and retail trade was good. There have been no changes in the rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have nearly finished spring work, but complain of a shortage of help.

Fishing.—There was little activity, the season not having yet opened.

Lumbering.—Work in the woods was pushed as actively as possible with the limited supply of men on hand. Loggers could not keep up with the demand, which is continuously increasing. The sawmills were all working to their fullest capacity, which is being increased all the time. The local mill of the Red Fur Company will close down for about three weeks for the purpose of installing additional machinery.

Mining.—The coal mines were working steadily, but were somewhat short of help. The local mine was steadily increasing its output. The pay roll of the Western Fuel Company, last month, was the largest in the history of this company.

Railroad construction and employment.—There was not much work in progress.

Other industries.—Whale fishing was in full operation on the west coast of the island, with excellent returns.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were not doing much, while carpenters and painters reported work active, and plumbers were busy.

Metal, engineering and shipbuilding.—Machinists were active, and engineers, blacksmiths and carriage workers busy.

Printing.—Printers reported work active.

Transport.—Teamsters and expressmen reported conditions favourable.

Unskilled.—This class had steady employment, with a shortage of suitable help,

QUEBEC LEGISLATION AFFECTING LABOUR, 1907.

THE third session of the eleventh legislature of the Province of Quebec which assembled on January 15, 1907, prorogued on March 14, 1907, some 160 Acts being assented to. The following is a review of the measures passed during the session, of interest from the standpoint of industry and labour.

Employment of Women and Children in Industrial Establishments.

By an amendment to the Quebec Industrial Establishments' Act,(1) the age limit for the employment of boys in factories was raised from 13 to 14, making it the same as that prescribed in the case of girls. This limit had been raised in 1903 to 13 from 12, at which it had stood since 1894. A section was also added giving factory inspectors power to require that the certificates of age called for under the Act should be verified by affidavit. A new section is also added requiring that every child and any girl less than 16 years of age, who is employed in an industrial establishment, and who is unable to read and write, must attend a night school within the municipality during his or her employment until such time as he or she may be able to read and write. The employer is forbidden to receive children or young girls into his establishment without ascertaining that they can read and write, or without obtaining a certificate from the principal or a teacher in charge of a night school, that they are attending the same. This certificate must be kept in the establishment and shown to the inspector whenever required. The penalty for violations of this provision by an employer is fixed at a fine not exceeding $200 and costs, with imprisonment not exceeding twelve months in default of payment. The section requiring employers to keep a register of the names and ages of children, boys, girls or women, whom he employs, is amended so as to require that the place of abode also be indicated, with the street and number in municipalities where the houses are numbered.

(1) Chap. 39.

Boiler Inspection.

A number of new provisions with regard to the inspection of steam boilers, motors and steam pipes were enacted (2). Inspectors are to operate in future in districts assigned to them by the Minister of Public Works and Labour or by the chief inspector, at salaries or fees fixed by the Lieutenant-Governor in Council. With regard to inspections made by the officers of incorporated boiler insurance companies, it is required that the boilers or motors inspected must be insured by the company, whereas previously it was only required that the company should be interested. The power of the Lieutenant Governor in Council to pass regulations with regard to the inspection of boilers is also enlarged. Previously, it was limited to the determination of the method of inspection of steam boilers and pipes in industrial establishments and in mines. The Governor in Council is now also empowered to create and from time to time change inspection districts, and to fix and modify tariffs of charges for inspections.

Industrial Accidents.

In view of the amount of litigation that has arisen in the past in connection with accidents to workmen and other employees, a special commission, consisting of three commissioners and a secretary, was appointed by act of the recent session to enquire into the means best adopted to afford protection to the victims of such accidents and to the public in general (3). The commission was instructed to make a critical study of the law and jurisprudence existing in different countries on the subjects; to frame a series of equitable rules determining the remedies and legal relations resulting from accidents in connection with labour; to consider

(2) Chap. 39.
(3) Chap. 5.

whether it is expedient to change the basis of responsibility at present existing in the province; to consider whether it is proper to make the insurance of employees against accidents for the benefit of their dependants obligatory at the expense of employers; and generally to make suggestions as to needed changes in the law for the purpose of protecting workmen without injustice to their employers. The commission is to report as expeditiously as possible to the Lieutenant Governor in Council, making such recommendations and suggestions as it deems advisable.

Sunday Labour.

In view of the coming into effect, on March 1, 1907, of the Lord's Day Act passed by the Dominion Parliament in 1906,* a measure was enacted by the legislature of Quebec, "respecting the observance of Sunday", reaffirming legislation on the subject previously passed and in force in the province on February 28, 1907, and specifically permitting any person to perform on Sunday any act not forbidden by law previous to that date (4). It was provided, however, that no one except in cases of necessity should carry on industrial work or pursue any business or calling, or give or organize theatrical performances or excursions where intoxicating liquors are sold on Sunday for gain, or take part in, or be present at, such theatrical performances or excursion. The penalty for offences against the Act is fixed at not less than one dollar or more than forty dollars, with costs, with the alternative of imprisonment not exceeding 30 days. The fine is to belong to the Crown, but can be recovered only by a British subject within two months following the commission of the offence. Whenever any person violates any of the provisions of the Act and the offence is also an offence against any other Act the offender may be prosecuted either under the present or the other existing Acts and by-laws, which Acts and by-laws are to remain in force, but it is provided that nothing in the Act will restrict the privileges granted or recognized by the "Lord's Day Act" passed by the Dominion Parliament in 1906. Persons observing the seventh day of the week as a day of rest are permitted to work on Sunday, provided they do not disturb other persons in the observance of the first day of the week as a Holy day, and if the place where such work is carried on is not open for business on that day.

(*) A statement re the status of this act in relation to legislation passed by the provinces of Canada on the same subject is published elsewhere in the present issue of the GAZETTE under the heading "The Lord's Day Act, 1906,—Administration in the Provinces".

(4) Chap. 42.

Co-operative Associations.

Under the Act respecting co-operative syndicates passed in 1906, the territory in which an association may operate was not permitted to exceed the limits of a provincial electoral district. This provision was amended during the past session by the addition of a clause providing that in cities or incorporated towns the limits of the territory within which associations may operate must be that fixed by the territorial boundaries of the said cities and towns wherein the associations have their corporate seat (5).

Montreal Firemen's Benefit Association.

A special act was passed for the purpose of amending and consolidating the charter of the Montreal Firemen's Benefit Association (6). The amendment was rendered necessary by the extension of the Association since the annexation to Montreal of adjacent municipalities. The new Act deals in detail with the constitution and by-laws of the Association, With regard to membership, only members of the Montreal Fire Brigade, under thirty years of age, are to be admitted, with the exception of certain specified individuals and classes. The powers and administration of the association are described and the scale of benefits defined.

Timber Licenses.

Licenses to cut, on Crown lands, under timber licenses, firewood and timber

(5) Chap. 49.

(6) Chap. 114.

for the erection of houses, buildings, and fences, by any person needing the same for himself and not for purposes of trade, may, in future, be granted only in the case of lots whereon there is no appreciable quantity of merchantable timber. The wood, moreover, must be cut at the place or places designated by the Minister of Lands and Forests. Farmers, in the discretion of the Minister, and settlers, shall alone have a right to this permit. (7).

Application must be made to the settler by the holder of a timber license for the purchase by preference of merchantable timber cut in clearing by the settler. (8).

Taxation of Companies, Partnerships, etc.

The Act passed in 1906, providing for the taxation of commercial corporations, companies, partnerships, associations and firms, was considerably amended. (9). Companies leasing sleeping cars or parlour cars, or whose sleeping cars or parlour cars are used by railway companies within the province, are added to the list of those liable to taxation. Provision is also made for the taxation of railway companies running hotels. The provisions relating to telephone and express companies are somewhat modified Railway companies also have their taxation rates substantially increased. In a section added to the Act, associations, partnerships, etc., the chief offices or places of business of which are outside of the Dominion of Canada and which are not taxed under any other provision of the section, are required to pay a tax of one half of one per cent. upon gross earnings in the province, the minimum not to be less than $50 per annum, with an additional tax of $50 for each office or place of business in the cities of Montreal and Quebec, and of $20 for each office or place of business in any other place. The rate of taxation on sleeping car companies and railway companies operating hotels is defined.

(7) Chap. 17.
(8) Chap. 37.
(9) Chap. 13.

Notes.

Acts were passed incorporating the Quebec Technical School and the Montreal Technical School, and amending the provisions of the Act respecting the Polytechnic School. (10).

An amendment to the Quebec Mining Law was passed dealing with the subject of concessions to companies who acquire mines where gold or silver is found, the sale of mining lands, prospecting licenses, etc. (11).

The Act respecting agricultural societies was amended, alterations being prescribed in the arrangements for the election of officers, the holding of general meetings of county societies, and other matters of administration. (12).

By an amendment to the law respecting industrial establishments, proceedings must be commenced within 30 days after written notice of the offence given at the time by the inspector to the party at fault. (13).

By an amendment to the law respecting public buildings, prosecutions must be brought within 30 days after the notice in writing of the infringement has been given by the inspector to the party in default (14).

The penalty for using dynamite or other explosives for catching or killing fish was fixed at imprisonment for not less than one year and not more than two years. It was previously not less than 30 days, and not more than three months. (15).

The Act respecting motor vehicles, passed in 1906, was amended by the addition of sections further defining the responsibility of owners and giving additional powers to peace officers in connection with violations of the law. The speed limit prescribed in the previous Act was increased in certain cases, due provision being made for the safety of the public. Other provisions were added in the same interest. (16).

(10) Chaps. 24, 25 and 28.
(11) Chap. 18.
(12) Chap. 19.
(13) Chap. 40.
(14) Chap. 38.
(15) Chap. 37.
(16) Chap. 16.

The provisions relating to penalties and prosecutions for selling milk of bad quality to manufacturers of butter and cheese were considerably enlarged. Additional means were also provided for the formation of societies of patrons and manufacturers of dairy products ([17]).

The following railway companies were incorporated by special Acts:

([17]) Chaps. 350 and 57.

The Little Nation River Railway Company.
The Pontiac Central Railway Company.
The Quebec Eastern Railway Company.
The Quebec and Isle of Orleans Railway Company.
The Gaspesian Railway Company.
The Magdalen River Valley Railway Company.

Other companies, etc., incorporated under special Acts were:

Mattawin Lumber Company.
Commercial Mutual Insurance Company.
Provincial Fire Insurance Company of Canada.
Continental Fire Insurance Company.
Commercial Burglary and Plate Glass Insurance Company.
Canadian Nurses' Association.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT 1907, PROCEEDINGS UNDER THE ACT DURING THE MONTH OF MAY.

SEVERAL additional applications for the appointment of Boards of Conciliation and Investigation under the Industrial Disputes Investigation Act, were received by the Minister of Labour during the month of May, being respectively as follows:—

New Applications.

On behalf of the employees of the Cumberland Railway and Coal Company, Limited, of Springhill, N. S., from Pioneer Lodge, No. 1, Provincial Workmen's Association.

On behalf of steamship agents and companies, members of the Shipping Federation of Canada, Montreal.

On behalf of the longshoremen of Montreal, from local Union 373 of the International Longshoremen and Marine Transport Workers.

On behalf of the coal miners, employees of the Alberta Railway and Irrigation Company, Lethbridge, Alta., from District Union No. 18, United Mine Workers of America.

On behalf of steamship agents and companies doing business at Halifax, N. S.

Boards Previously Appointed.

Three applications for Boards had been received during the month of April. Two of the three Boards applied for during April, those, namely, concerned in the disputes respectively between the coal companies, members of the Western Coal Operators' Association and their employees and between the Grand Trunk Railway machinists and the Grand Trunk Railway Company, were constituted, and in each case a satisfactory agreement was reached, though in the former instance the application of the Act was only partial. In the case of the third Board for which application was made during April, that of the dispute at the Springhill Mines, N. S., the application was, it will be remembered, almost immediately withdrawn, the men who had quit their employment returning to work as soon as the nature of the Act had been explained to them; the difficulty was in the nature of a dispute among the men themselves.

Of the Boards applied for during May, that requested by the miners of Springhill, N. S., was the only one that proceeded during the month to the investigation of the dispute with which it was associated. The application of the Shipping Federation of Canada was withdrawn before a Board had been established, and in the case of the remaining applications, the establishment of the respective Boards was in progress at the close of the month. A summary of the proceedings in connection with each new application, and an account of further proceedings in connection with the same, or earlier applications where such proceedings took place, are published herewith.

Prosecutions Under the Act.

The first prosecution instituted against employees under the Act was brought

during May at Marble Bay, Texada Island, B. C., it being alleged that the defendants, certain miners in the employ of the Texada Steel Company., had gone on strike prior to a reference of their dispute to a Board of Conciliation and Investigation. A statement of the proceedings taken, and of the settlement of the dispute, is also given below.

I.—SETTLEMENT OF DISPUTES BETWEEN WESTERN COAL OPERATORS AND EMPLOYEES.

ON December, 1906, seven companies carrying on coal mining operations in southern British Columbia and Alberta formed what is known as The Western Coal Operators' Association, the purpose of the Association being the protection, through combined action on the part of its members, of their interests in wage agreements, prices, and other matters of common concern. The district covered by these companies comprises a considerable portion of the southern part of the Province of Alberta and the south-eastern part of British Columbia. The several mining properties are located along the route of the Crow's Nest Pass railway and along a part of the main line of the Canadian Pacific railway at the following localities: Coal Creek, Fernie, Michel, Coleman, Bellevue, Lille, Frank, Lundbreck, Canmore and Bankhead. Of these localities, Coal Creek, which is situated near Fernie, is the farthest to the southwest and is on the line of the Crow's Nest Pass railway. Other camps along the line of this railway and their distance from Fernie are as follows: Michel, distant 24 miles; Coleman, 46 miles; Bellevue and Lille, 49 miles; Frank, 52 miles, and Lundbreck, 66 miles. The most northwesterly of the camps on the main line of the C.P.R., is Bankhead, that point being about 280 miles from Fernie and 70 miles west of Calgary. Canmore is a few miles east of Bankhead.

The Parties to the Disputes.

The companies operating the mining properties situated as described and the number of men employed during April of the present year were respectively as follows:

Name of Company.	Locality.	Number of men employed (*).
Crow's Nest Pass Coal Co., Ltd.	Coal Creek, Fernie, Michel, B.C.	1700
International Coal & Coke Co., Ltd.	Coleman, Alta.	375
West Canadian Collieries, Ltd.	Lille and Bellevue, Alta.	350
Canadian-American Coal & Coke Co., Ltd.	Frank, Alta.	300
The Breckenridge & Lund Coal Co., Ltd.	Lundbreck, Alta.	125(**)
The H. W. McNeill Coal Co., Ltd.	Canmore, Alta.	300
The Pacific Coal Co., Ltd.	Bankhead, Alta.	300
Total		3450

(*) From figures supplied by the companies.
(**) From figures supplied by the men—not given in company's statement.

With one or two important exceptions, notably the Alberta Railway and Irrigation Company at Lethbridge, Alta., and the Canada West Coal and Coke Co., Limited, at Taber, Alta., the above named companies, comprising the Western Coal Operators' Association, include all of the important coal mining properties in this portion of the Canadian west. They furnish, together with the companies named, the major part of the coal used for domestic and other purposes in the Provinces of Alberta and Saskatchewan, and the coal used for transportation, smelting and other industries in southern British Columbia. They are also exporters of large quantities of coal. The Canadian Pacific and

other railways operating in the Canadian west are largely dependent upon these properties for their fuel supply, as are also some of the other mining and smelting companies in British Columbia, hence it follows that any cessation of mining operations taking place at any of these camps, and in particular at the more important, may possibly create widespread and serious embarrassment to the general transportation and business interests of the country and privation to thousands of families as well.

In the several camps above named, most of the miners are members of local unions comprising part of District No. 18 of the United Mine Workers of America.

Calgary Conference during March.

All of the companies comprised in the Western Coal Operators' Association had agreements with such of their employees as were members of the United Mine Workers. These agreements expired on April 1. Hence it was that the several companies and the representatives of their employees met in joint conference at Calgary, Alta., during the month of March, and spent the greater part of that month in endeavouring to arrive at a joint agreement which would bring a certain degree of uniformity into the rates and conditions obtaining at the different mines. The proceedings of these conferences were conducted in private, all matters of mutual concern between the parties being debated at length. It is admitted by each of the parties that at different times during the conference an agreement between them was all but reached. The conference, however, was brought to a close at the end of the month, having failed to achieve the purpose for which it had been called. This was the position on April 1.

The Industrial Disputes Investigation Act received the Royal assent on March 22. The existence of this measure was known to the leaders of the conference on both sides, though it is doubtful if the majority, or in fact more than one or two, were familiar with the exact provisions and details of the measure. Its general purpose, however, was known, and before the conference at Calgary had been brought to a close, it was understood by both operators and union officials that failing a settlement as a result of the conference, application would be made to the Department of Labour for the appointment of a Board of Conciliation and Investigation under the new Act, that the law would be respected, and that no strike would be declared until after the Board thus appointed would at least have had an opportunity of going fully into the differences and giving a finding in reference thereto. Had this law not been upon the Statutes, it is stated by the union officials that upon the failure of the conference to reach an agreement, the existing contracts having expired, a strike would have been immediately declared on April 1.

Application for Board of Conciliation and Investigation.

On April 9, the Registrar of Boards of Conciliation and Investigation at the Department of Labour received an application on behalf of the employees of the Crows' Nest Pass Coal Company, signed by the president and secretary of District No. 18 of the United Mine Workers of America, for the appointment of a Board of Conciliation and Investigation to enquire into a dispute between the Crow's Nest Pass Coal Company and its employees. This application was, generally speaking, framed in accordance with the requirements of the Industrial Disputes Investigation Act as to the manner in which an application for the appointment of a Board shall be sent in to the Department, and was accompanied by a statutory declaration required by the Act to the effect that failing an adjustment of the disputes between the parties or a reference thereof to a Board of Conciliation and Investigation, a strike would be declared, and that the necessary authority to declare such strike had been obtained. The application and the declaration accompanying the same were as follows:—

IN THE MATTER OF THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

And

IN THE MATTER of disputes between the Crow's Nest Pass Coal Company, Limited, carrying on business at Fernie, Coal Creek, and Michel, in the Province of British Columbia—

and

The Employees of the said Company..

To the Honourable,
The Minister of Labour:—

THE REQUEST of the employees of the above-mentioned Company is hereby made to you to appoint a Board of Conciliation under the provisions of the above-mentioned Act for the purpose of proceeding according to the said Act in the above-mentioned matter.

1. The parties to the dispute are the Crow's Nest Pass Coal Company, Limited, above-mentioned, and its employees.

2. The nature and cause of the dispute is that the said Company and its employees are unable to arrive at an agreement defining the conditions of labour, the wages to be paid, and matters affecting the employment by said Company of its men; that the claims or the demands made by the employees upon the said Company, to which exception is taken, are as follows:—That all agreements, conditions and hours of labour, and rates of wages existing prior to the 31st day of March last past at the mines of the said Crow's Nest Pass Coal Company, Limited, shall be renewed with an advance of ten per centum upon all said rates, with a minimum wage of $2.50 per day for all outside labour, and that all wages shall be paid every two weeks.

3. The approximate estimate of the number of persons affected, or likely to be affected, by the dispute is eighteen hundred.

4. That beginning on the 4th day of March last past the said Company in conjunction with other mine operators, and representatives of the said employees in conjunction with representatives of employees from mines in the Province of British Columbia, met in joint conference at Calgary in the last mentioned Province and continued in conference for several days, the last meeting between the parties taking place on the first day of April instant, but notwithstanding the several meetings between the parties, they, the said Crow's Nest Pass Coal Company, Limited, and its employees, were unable to arrive at any agreement, and there is now no agreement between them, that which existed having expired on the 31st day of March last past.

5. That Louis Philip Eckstein of the City of Fernie, in the Province of British Columbia, Barrister-at-law, is willing and ready and desires to act as a member of the Board of Conciliation, representing the employees in whose behalf this request is made.

6. That the persons signing this request hold the positions written after their respective names, and are executive officials of District Number 18, of the United Mine Workers of America, and are duly authorized to act on behalf of the employees of the said Company belonging to the Local Unions in affiliation with said District Number 18.

Dated this 5th day of April, A.D., 1907.

(Signed) F. H. SHERMAN,
President District No. 18, U.M.W.A.

(Signed) J. A. McDONALD.
Secretary-Treasurer District No. 18, U.M.W.A.

CANADA

PROVINCE OF BRITISH COLUMBIA,
City of Fernie.

To Wit:—

IN THE MATTER of disputes between the Crow's Nest Pass Coal Company, Limited, carrying on business at Fernie, Coal Creek and Michel, in the Province of British Columbia and the employees of the said Company.

I, FRANK H. SHERMAN, of the City of Fernie, in the Province of British Columbia, Miner, do solemnly declare:—

1. That I am President of District Number 18, of the United Mine Workers of America.

2. That the said District Number 18 has jurisdiction over the local Miner's Unions at Fernie and Michel respectively, which local Unions are subordinate Unions of the said District Number 18, and the said District Number 18 also has jurisdiction over the employees of the above-mentioned Company belonging to said local Unions, and the said District Number 18 is possessed of the requisite authority to act in the above-mentioned matter.

3. That failing an adjustment of the disputes between the above-mentioned parties, or a reference thereof by the Honourable the Minister of Labour to a Board of Conciliation and Investigation under the above-mentioned Act, there will, to the best of my knowledge and belief, be a strike declared, and that the necessary authority to declare such strike has been obtained, and I now possess authority to declare the same.

AND I make this solemn declaration conscientiously believing it to be true, and knowing that it is one of the same force and effect as if made under oath, and by virtue of the Canada Evidence Act, 1893.

Declared before me at the City of Fernie, in the Province of British Columbia, this 5th day of April, A.D., 1907. } (Signed) FRANK H. SHERMAN.

(Signed) J. S. T. ALEXANDER,
A Commissioner for taking affidavits within British Columbia.

Both Sides make Application.

The application was mailed at Fernie, on April 5, and reached the Department of Labour on the morning of April 9. Similar applications were received on the same day on behalf of the employees of the Canadian-American Coal and Coke Company, the International Coal and Coke Company, and the West Canadian Collieries. On April 15 applications on behalf of the employees of the Breckenridge and Lund Coal Company, the H. W. McNeill Coal Company and the Pacific Coal Company were received, the applications being in all cases similarly worded and to the same effect. Upon the receipt of the first application, it was decided by the Minister of Labour to take immediate steps to constitute Boards of Conciliation and Investigation

to which the matters in dispute might be referred, and the following telegram, which was supplemented by a written communication, was sent to the President of the District Union by the Registrar of Boards of Conciliation and Investigation. Similar action was taken in regard to the other applications.

OTTAWA, April 9, 1907

F. H. SHERMAN,
Pres. District Union No. 18, U. M. W. of A.,
Fernie, B.C.

The Department is in receipt to-day of application for the appointment of a Board of Conciliation and Investigation in respect of disputes between the following companies and their employees:—The Crow's Nest Pass Coal Company, the Canadian American Coal and Coke Company, the International Coal and Coke Company, the West Canadian Collieries. The Minister of Labour directs me to say that he has decided to appoint a Board of Conciliation and Investigation to which the matters in dispute may be referred with the least possible delay in accordance with the provisions of the Act.

W. L. MACKENZIE KING
Deputy Minister of Labour and Registrar of Boards of Conciliation and Investigation.

Telegrams were sent by the Minister of Labour to the managers of the Companies on behalf of whose employees application for a Board had been received, notifying the Companies of the receipt of the applications and requesting the Companies to recommend the name of a person who was willing and ready to act as a member of the Board to be established. The following is a copy of the communication mailed by the Minister to the General Manager of the Crows' Nest Pass Coal Company in this connection, similar communications were sent to the managers of the other Companies:—

Department of Labour, Canada.

OTTAWA, April 9, 1907.

Sir:—

In the Matter of the Industrial Disputes Investigation Act 1907 and in the matter of disputes between the Crow's Nest Pass Coal Company, Limited, carrying on business at Fernie, Coal Creek and Michel, in the Province of British Columbia, and the Employees of the said Company.

I have to-day received an application in due form, made on behalf of the employees in the above matter, for the appointment of a Board of Conciliation and Investigation under the provisions of the above-mentioned Act for the purposes of proceeding according to the said Act in the above mentioned matter, and have received similar applications in regard to identical disputes affecting, in addition to your own, the following companies and their employees:—The Canadian American Coal and Coke Company, Frank, Alta.; the International Coal and Coke Company, Coleman, Alta.; and the West Canadian Collieries, carrying on business at Lille and Bellevue, Alta.

Upon receipt of these applications I wired you as follows:—

"I have to-day received an application for the appointment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907, to which may be referred a dispute between the following companies and their employees:—The Crow's Nest Pass Coal Company, the Canadian-American Coal and Coke Company, the International Coal and Coke Company, and the West Canadian Collieries."

"As the matters in dispute are identical in the case of several companies named, it would appear desirable that they should be referred to one Board, provided the interested parties may so agree. Kindly inform me by wire if your Company will consent to such an arrangement."

"I am writing to request your Company to recommend the name of a person who is willing and ready to act as a member of such Board."

I have decided to establish a Board of Conciliation and Investigation to which the above-mentioned dispute may be referred, and in accordance with Section 8 of the Act (a copy of which I enclose) I respectfully request your company to recommend the name of one person who is willing and ready to act as a member of the Board to be appointed.

In order that the Board may be appointed as expeditiously as possible, I would be obliged if you would kindly inform me by wire of the name of the person whom you may decide to recommend.

I have the honour to be, Sir,

Your obedient servant,

(Signed) RODOLPHE LEMIEUX,
Minister of Labour.

THE GENERAL MANAGER,
Crow's Nest Pass Coal Company, Limited.
Fernie, B. C.

On April 10 the following telegram was received by the Minister of Labour from the Crows' Nest Pass Coal Company:—

TELEGRAM.

FERNIE, B. C., April 10th.

RODOLPHE LEMIEUX,
Ottawa.

Your telegram ninth received tenth. The application of the employees of this Company for Board of Conciliation is irregular under section sixteen, sub-section three, and their nominee disqualified under section eleven. These grounds are taken in our reply, which should reach you to-day. Irregular proceedings may invalidate whole matter. Our application for a Board, which is regular, should reach you Friday, so will similar applications for six other Companies involved on our application. All seven companies will agree to one Board. Am authorized to say so. We will comply with statute recommending member of Board to represent this Company. Our Mr. Lindsey expects to be in Ottawa, on Monday next.

CROWS NEST PASS COAL CO.

From this telegram it would appear that when a copy of the application for a Board of Conciliation and Investigation and its accompanying declaration were received by the General Manager of the Crows' Nest Pass Coal Company, the General Manager took the view that some of the requirements of the Act had not been fully complied with, and that proceedings thereunder might be invalidated in consequence, and the Company thereupon on its own behalf undertook to make application for the appointment of a Board, which application was accompanied by a declaration as required by the Act. It would appear that in these negotiations the several companies comprising the Western Coal Operators' Association had agreed to adopt a common course of action, and in accordance with this arrangement similar applications and declarations were subsequently received from the other companies on behalf of whose employees applications for the appointment of a Board had been received at the Department. In regard to these applications the Minister replied that the disputes to which they referred appeared to be the same as the disputes of which mention was made in the applications sent in on behalf of the employees, and as the Minister had already decided to refer these disputes to a Board, towards the constitution of which steps had already been taken, it was not necessary to take any action upon them.

On April 11 the reply of the Crows' Nest Pass Coal Company to the application sent in on behalf of its employees was received. It was asfollows. Similar replies were received from the other companies:—

REPLY OF THE CROW'S NEST PASS COAL COMPANY, LIMITED.

To the request of their employees to the Honourable, The Minister of Labour, to refer an alleged dispute to a Board of Conciliation and Investigation under "The Industrial Disputes Investigation Act, 1907."
The said Company says:—

1. The request purports to be the request of the Company's employees and that being so, the application made on their behalf by the President and Secretary of District 18, U. M. W. of A., is irregular. There is a local union to which some, but not by any means all of their employees belong, to wit, Gladstone Local Union and Michel Local Union, but none of the officers of these Unions have applied. Furthermore, as many of their employees are not members of a trades union, the application under section 16, sub-section 4 of the said Act requires the application to be signed by two of the number of employees duly authorized by a majority vote taken by ballot of the employees present at a meeting called on not less than three days' notice, for the purpose of discussing the question.

Neither the said Frank H. Sherman nor the said J. A. MacDonald is an employee of the said Crow's Nest Pass Coal Company, Limited, nor has any meeting been called or held on three days' notice whereat by a majority vote taken by ballot of the employees, it was decided to make this or any application or whereat authority was given by any one to sign any application on said reference.

2. No claim or demand such as is set out in paragraph 2 of the statement accompanying the said request has been made on behalf of the employees of this Company to the Company or if the same has been made it has been formally withdrawn by the same persons who made it.

3. No notice of an intended change affecting conditions of employment with respect to wages or hours which specified what these changes are has been given to the Company by its employees or by any one on their behalf.

4. Louis Philip Eckstein, Barrister-at-law, has a direct pecuniary interest in the issue of the dispute asked to be referred to the proposed Board. He is the solicitor in British Columbia of the Gladstone Local Union, and is, in these proceedings, acting as solicitor for the United Mine Workers of America, District 18, as evidenced by the correspondence passing between him as such solicitor and the general manager of the Crow's Nest Pass Coal Company Limited, dated April 5th and 6th, the day of the date of said application, a true copy of which correspondence is hereto annexed and marked as Schedule A.

5. The Crow's Nest Pass Coal Company, Limited, says the dispute between them and their employees is not correctly stated in the statement accompanying their request and that the Company asks for uniform conditions, contract rates and wages in this competitive field involving several decreases in said rates and wages and that the employees have refused to accept the same, but that the Company insists on the same obtaining and governing as between them and their employees.

6. The Crow's Nest Pass Coal Company, Limited, will immediately give notice to its employees of an intended change affecting conditions of employment with respect to wages and hours and conditions of employment, and if the request of their employees for a reference under the said Act be granted, The Crow's Nest Pass Coal Company, Limited, craves leave to present on the said reference its claim in respect to said changes.

Dated Fernie, April 6, A.D., 1907.

The Crow's Nest Pass Coal Company, Limited.

(Signed) G. G. S. LINDSEY.
General Manager.

The Members of the Board.

It will be observed from the reply sent in by the companies to the application of the employees that exception was taken to the appointment of Mr. Louis Philip Eckstein as a member of the Board, under Section II of the Act, which provides "that no person shall act as a member of a Board who has any direct pecuniary interest in the issue of a dispute referred to such Board." This objection was considered by the Minister of Labour but as it did not appear to the Minister

that Mr. Eckstein was disqualified, the recommendation of the employees was acted on and Mr. Eckstein appointed a member of the Board.

On April 15th the Companies, with the exception of the West Canadian Collieries, Limited, named Mr. C. E. S. Whiteside as their representative on the Board. As Mr. Whiteside was the general manager of one of the Companies affected, and the disputes appeared to be the same in regard to each Company, it appeared to the Minister that Mr. Whiteside was disqualified from acting as a member under the above quoted section of the Act. The Companies were allowed an additional twenty-four hours within which to name another member of the Board. Mr. J. L. Parker, of Lee Lake Ranch, was then named as a member of the Board by the following companies: The Crows' Nest Pass Coal Company, Limited; The International Coal and Coke Company, Limited; The Canadian-Coke Company, Limited; The Canadian-American Coal and Coke Company and the West Canadian Collieries, Limited; Mr. Frank B. Smith, of Edmonton, by The H. W. McNeill Coal Company, Limited; The Pacific Coal Company, Limited; and the Breckenridge and Lund Coal Company, Limited. *

The members of the Board thus chosen having failed to agree upon a third member, the Minister of Labour on the 22nd of April appointed the Honourable Sir William Mulock, K. C. M. G., Chief Justice of the Exchequer Division of the High Court of Justice of Ontario and ex-Postmaster-General and Minister of Labour, as chairman of the Board.

* The Western Coal Operators' Association comprises, as has been stated, the seven companies above indicated. For a strict compliance with the provisions of the Act it was necessary to appoint a separate Board to deal with the matters in dispute between each company and its employees. As, however, the applications outlining the disputes indicated that the points to be considered were similar in the case of several companies it was intended, if possible, to have the Boards subsequently, with the consent of the parties, consolidated. The miners, it will be observed, nominated the same person as a representative on each of the Boards. Four of the companies agreed upon one representative and the three remaining companies on another representative. The Government appointed the same person as Chairman of each of the individual Boards. For the sake of convenience in this article the several Boards are referred to as a single Board. Strictly speaking the reference in many cases should be to the several individual boards.

Sir William Mulock left Toronto for Fernie as soon after his appointment as it was possible for him to arrange a suitable adjustment of his judicial duties, and arrived in Fernie on the morning of April 30, at which date the Board was immediately convened.

The Cessation of Mining Operations.

As already stated, the agreement between the several companies comprising the Western Coal Operators' Association and their employees terminated on April 1. The conference at Calgary, which had met for the purpose of effecting a new agreement, had terminated on that date, without having concluded the arrangement desired. The applications for a Board of Conciliation and Investigation were mailed from Fernie on behalf of the employees on or about April 5th and were received on or about April 9th. Exception to the validity of these applications was taken by the Company on the day and days immediately following, and new applications were mailed. Exception was also taken by the companies at the same time to the appointment of the nominee of the employees as a member of the Board, and the companies subsequently recommended a person whom the Minister was obliged to reject as being disqualified under the provisions of the Act. Some of the companies, at the time of making their application, had given notice of an intended reduction of wages, which was subsequently posted in the immediate vicinity of their mines. This notice had been posted in accordance with the provisions of the Act relating to intended changes in wage conditions. A number of the employees contended that they had not so understood the companies' purpose. In fact, it was alleged that the notices had been looked upon by some as a declaration of hostilities. On the same day on which the notices were posted, a circular was sent out by officers of the District Executive Board to the officers and members of the local unions, which circular was of a nature to arouse distrust in the possible results to be effected by a reference of the dispute to a Board of Conciliation and Investigation. These

facts and circumstances, coupled with the suspicion which they helped to engender in the minds of the parties, appear, with possibly other additional causes which have not since become apparent, to have created in the minds of the employees of some of the companies an unwillingness to continue longer at work. On Monday, April 15, some employees of the Crows' Nest Pass Coal Company quit work. Other employees of the same company followed their example on the next day, as did also employees of the International Coal and Coke Company at Coleman. On April 18 the employees of the West Canadian Collieries at Bellevue and Lille and the employees of the Canaidan American Coal and Coke Company at Frank discontinued work, and during the next two or three days work also ceased at the mines at Bankhead, Canmore and Lundbreck.

It was contended from the outset by the officials of the United Mine Workers that this cessation of employment was not the result of any agreement to strike. It was stated that the men had acted against the wishes and contrary to the authority of the unions to which they belonged. The fact was, nevertheless, that at the beginning of the week commencing Sunday, the 21st, work at practically all of the mines belonging to the companies comprising the Western Coal Operators' Association had ceased.

Deputy Minister of Labour sent to Fernie.

The failure of the parties to reach an agreement at the Calgary conference had prepared the public for the possibility of a serious and protracted strike. The privations and hardships occasioned by the fuel famine of the past winter occasioned, in part, by the Lethbridge strike, were still fresh in the public mind. It was generally believed that the supply of coal was barely meeting the demand at the time; hence it was that the men in the Crows Nest Pass had not stopped mining operations for more than a day before general and wide-spread alarm was occasioned through the community. Many of the Boards of Trade in the principal localities in the West b·t an passin· resolutions petitioning the government in regard to the situation, which resolutions were read in Parliament and given widespread publicity by the press. The following resolution was forwarded to the Minister of Labour by the Calgary Board of Trade on April 16. :—

"Calgary Board of Trade strongly urges immediate action Board of Conciliation miners disagreement. Freight traffic ceased entirely, passenger traffic stops few days. Miners leaving work in large bodies, though no strike apparently officially declared. Output coal practically ceased, manufacturing plants closing, situation most serious in history western Canada. Ask your co-operation prevent fatal demoralization Western business."

At the time this message was sent but a small portion of the miners had ceased work. As the men at other camps went out, fresh prophecies of impending disaster were widely circulated by the despatches which appeared daily in the press, and by the end of the week in which the cessation of operations had commenced, a situation approaching a panic had been well nigh reached. It was under these circumstances that the Minister of Labour decided to send the Deputy Minister immediately to the West, with a view of furnishing the government with an accurate statement of the exact conditions, and to lend his good offices in such manner as occasion might afford toward securing an immediate resumption of work pending the enquiry by the Board of Conciliation and Investigation which was being constituted, or a settlement of the differences in the interval, if that were possible. Mr. King, the deputy Minister, left Ottawa on April 19 and arrived at Fernie on the 23rd. The nature and results of Mr. King's efforts while in Fernie will appear from the report on his mission to the Minister of Labour, which is as follows:—

Report of Deputy Minister

OTTAWA, May 23rd, 1907.

The Honorable Rodolphe Lemieux, K. C., M. P.,
Minister of Labour,
Ottawa.

Sir:

I have the honor to make the following report on the nature and result of negotiations carried on while in Fernie,

B. C., with a view of effecting a settlement of the differences between the several companies comprising the Western Coal Operators' Association and the miners in the employ of these companies, and upon the situation generally.

Acting under your instructions, I left Ottawa about midnight of April 19th and arrived at Fernie on Tuesday, the 23rd, at 5 p.m. I found that work had entirely ceased in all the mines operated by the companies comprising the Western Coal Operators' Association, and that a conference was being held at Fernie between the operators and the Union officials of the United Mine Workers of America, which conference, it was hoped, might result in an agreement being reached between the parties. I met at the outset Mr. Eckstein and Mr. T. L. Parker, who had been appointed members of the Board of Conciliation and Investigation, and announced to them, as well as to the parties to the dispute, the appointment of Sir William Mulock as chairman of the Board. I explained to the parties that Sir William would likely arrive in Fernie in the early part of the following week, and that the Board would immediately proceed with the investigation.

I felt my first duty was to make known to all parties the provisions of the Industrial Disputes Investigation Act, and to this end immediately put myself in touch with the Union officials, who invited me to explain the Act in detail to the District Executive Board at a meeting which was called for 9 o'clock on Wednesday morning. At this meeting the members of the Board assured me that they were desirous of having the provisions of the law fully respected. They gave various reasons for the men having quit work, and contended that, so far as the law was concerned, it was ignorance rather than defiance of its provisions which was responsible for their action. As an evidence of the attitude of the District Board towards the law, it was stated that the Union had not sanctioned a strike and had positively refused to concede strike benefits to the men who had left their work. The members of the Board expressed themselves as being desirous that there should be a strict compliance with the letter of the law, and to this end suggested that a mass meeting of the miners resident in Fernie and Coal Creek should be called, at which I should explain fully to the men the provisions of the law, the members of the Board promising on their part to do all in their power to have the men return immediately to work pending an inquiry under the Act.

Conference between Parties.

The question naturally presented itself, as to whether it were better to have the conference adjourn to permit of the Union officials meeting with the men or its proceedings towards effecting a settlement continue uninterrupted. I regarded a settlement by the parties themselves, if such could be obtained, as the most satisfactory result that could be achieved. As there was every reason to hope and good ground for believing that the conference might effect this end, I concluded that, instead of attempting to persuade the employees to return immediately to work, in accordance with the provisions of the Act, it would be more in the public interest to allow the principals of both sides to continue their joint negotiations. Upon receiving an assurance from the Executive Board that the proceedings of the conference would not last at the outset more than two days longer, and that, if a settlement were not reached in that time, the Board would direct its energies to having the men return to work pending an investigation, I decided to defer further action and await the outcome of the joint conference.

On Wednesday night it was generally believed that an agreement had been reached. It developed, however, on Thursday morning that, when reduced to writing, the understanding of the parties was not what each had supposed from the verbal representations of the day previous. Negotiations were suddenly terminated, and it looked as though the two sides were after all farther apart than they had been at any time since neogtiations between them had been commenced.

Mass Meeting at Fernie.

A mass meeting of the miners was called for the afternoon of that day, the 25th. The meeting was presided over by Mr. Lancaster, the president of Gladstone Lodge, of which the miners of Coal Creek and Fernie are members. At this meeting speeches were delivered by Mr. T. L. Lewis, Vice-President of the United Mine Workers of America; Mr. F. H. Sherman, President of District No. 18; U. M. W. of A.; the Hon. W. H. Cushing, Minister of Mines and Public Works for the Province of Alberta, and myself. My remarks were confined to an explanation of the provisions of the law, its bearing on the then situation, and the steps which led up to the enactment of the measure. This meeting was a public meeting and was largely attended by the miners. In the evening a meeting was held behind closed doors to vote on the question of whether or not work would be resumed pending an inquiry by the Board. Between the public meeting held in the afternoon and the meeting in the evening, I received the following letter on behalf of the operators, which I transmitted to the Union officials:

W. L. MACKENZIE KING, Esq.,
Deputy Minister of Labour,
Fernie, B. C."

"FERNIE, April 25, 1907.

Dear Sir:—

We beg to inform you that we hereby agree to reinstate to their respective places immediately, all employees who have suspended work since April 1, and agree that work shall be carried on under the prices, wages and conditions of employment that were in existence in and around the various mines previous to April 1, 1907, and continue to work under these conditions until an investigation has been made by the Board of Conciliation and Investigation appointed under the Industrial Disputes Investigation Act as to the merits of the dispute between the several companies comprising the Western Coal Operators' Association and the employees of the said companies.

Yours truly,

The Western Coal Operators' Association.

(Signed) G. G. S. LINDSEY,
President.

This communication was given at my suggestion in order that there might be no misunderstanding as to the respective attitudes of the parties in the event of work being resumed, more particularly as there had been some misunderstanding as to what rates and conditions obtained, the old agreements having expired on April 1, and new agreements not having been effected

Resumption of Work Voted on.

At the meeting of the Union in the evening a vote was taken and it was unanimously decided that the men would return to work and await the finding of the Board of Investigation. When informed of the result of this meeting, I sent you the following wire, which was based on the outcome of the meeting and the representations made to me by the the Executixe Board as to the probable result of the vote which would be taken in the other camps:—

"FERNIE, B. C., April 25, 1907

HON. RODOLPHE LEMIEUX,
Minister of Labour, Ottawa, Ont.

"Mine operators and Executive Board of District Union have been continuously in conference since Tuesday with the hope of effecting a settlement of disputes between the several companies in this district and their employees to avoid reference to Board of Conciliation and Investigation. It was announced at noon to-day, that this conference had failed to effect any settlement. On my arrival, Tuesday night, union officials invited me to meet Executive Board of District Union, at 9 a. m., yesterday. Board stated there had been no intention of violating Act; that men had misunderstood purpose of notices posted, and not knowing law, or protection it afforded against any change in wages prior to or during investigation, had stopped work of their own accord and without authority of Union officials, who have refused to sanction a strike. They assured me that Board of Conciliation and Investigation having been constituted they would, if agreement were not speedily come to as result of joint conferences, at once take steps to secure return of men to work pending investigation. Having this assurance, I thought it advisable not to jeopardize outcome of joint conferences by having these proceedings even temporarily stopped to enable union officials to meet with men. It was understood, however, that conference would not be prolonged beyond to-day without situation being fully explained. Conference having failed to effect settlement, a mass meeting of Fernie miners was called this afternoon, at which, on the request of the Union officials I explained to the men the nature and provisions of the Industrial Disputes Investigation Act.

To-night a meeting of the Local Union was held, and I have since been informed by Mr. Sherman, District President, that it was unanimoulsy decided the men would return to work at once and continue at work pending reference of disputes under Act. Members of District Board have arranged for meetings at other mining camps where men are out, and will leave immediately to explain situation and law to men. As soon as majority of members of District have decided to return to work Executive Board will issue instructions for all miners in District to immediately return. President Sherman informs me that by Saturday, there should be a resumption of work at all the mines.

(Signed) W. L. MACKENZIE KING."

At the time of sending you this wire Mr. Sherman also wired you as follows:—

"FERNIE, B. C., April 25, '07.

HON. RODOLPHE LEMIEUX.
Minister of Labour, Ottawa.

Cessation of work resulted owing to misunderstanding of Industrial Disputes Act. District Executive having failed to agree with operators have decided to advise miners to resume operations immediately. This advice has been accepted by Fernie men, have reasons to believe that operations will be resumed at all Mines, this District, as soon as possible. Will refer all our disputes to Investigation Board believing your Government want to see justice done to all parties.

(Signed) F. H. SHERMAN.

The vote as to an immediate resumption of work pending an inquiry by a Board of Conciliation was taken at the remaining camps on the following day, and was made known on Saturday, the 27th. The result of this vote was, however, quite the contrary to what the Executive Board had expected it would be. The vote, to begin with, was small, but it clearly indicated the feelings of the miners throughout the district. The figures of this vote, as subsequently published, are as follows:—

	For	Against
Bankhead	7	126
Canmore	3	101
Lille	7	97
Frank	14	64
Coleman	54	63
Michel	67	111
Lundbreck	39	19
Hillcrest	5	22
Bellevue (estimated)	.....	100
Fernie (estimated)	700	.....

It was alleged by the members of Gladstone Union that their decision to return to work had been conditional upon a majority of the members of the district voting in support of an immediate resumption of work; the vote at the other camps being what it was, this was taken to mean that the district was not in favour of an immediate resumption of work, and it was accordingly decided that the miners at Coal Creek and Fernie, notwithstanding their vote, would remain out with the other camps in the district.

Meaning of Result of Voting.

The result of the vote in the several camps on the question of resuming work pending an investigation by the Board is instructive as to the then attitude of the miners in regard to the law. At Fernie, where the measure was fully explained, the vote, as has been stated, was in favour of complying with the provisions of the Act. Fernie, moreover, was the seat of the trouble, and the feelings of unrest were stronger there than in other parts of the district, After the meeting of Gladstone Lodge on Friday night, the officials who were members of the District Board left immediately to visit the camps within reach. They put forth every effort to persuade the men to return immediately to work, but, with the exception of the one camp, their efforts were unsuccessful. Canmore and Bankhead being between two hundred and fifty and three hundred miles distant from Fernie, it was impossible for any official of the District Board to be present, either to explain the provisions of the Act or to express to the members of the Unions the wishes of the Executive Board. The members had to be informed of the latter by telegraph. In some of the camps a large proportion of the miners are foreigners, and it is certain that until the day at which the vote was taken, many of them were not aware of the existence of the Act, and it is doubtful if any proportion of the members at any of the outlying camps had anything like a true knowledge of its exact provisions. Moreover, at at least one of the camps the personal animosity of certain union officials against other officials accounted for the vote being what it was. As far as the actual results were indicative of the situation, it would appear that where the law was understood, there was an apparent willingness to respect its provisions; but where its provisions were either wholly unknown or but imperfectly understood, other facts and circumstances were allowed to govern. The judgment which I formed at the time and which has become the more confirmed as I have discussed the situation with both operators and miners since, is that had the existence

and the provisions of the law been fully known and rightly understood, there would have been no cessation of operations at the outset, nor would the vote on the resumption of work pending investigation have resulted as it did, once a cessation of operations had actually taken place.

Conciliation and Mediation.

The vote on the resumption of work at the outlying camps was taken on the afternoon and evening of Friday the 26th. By Saturday noon the returns received indicated clearly that the vote had gone contrary to the wishes of the executive, and it appeared, at that time, as though little remained to be done but await the meeting of the Board, and the result of its investigation. Sir William Mulock had wired that he would reach Fernie on Tuesday the 30th. It was quite apparent that any proceedings before the Board would occupy some time. In the meantime, the situation so far as the country was concerned, was becoming hourly more acute. The supply of coal was threatening to be rapidly exhausted. Already the railway companies in British Columbia and Alberta were refusing certain classes of shipments. It was believed that their supplies of coal, at some points, were all but depleted. Word was received that some of the smelters in the boundary district were partially closed for want of fuel, and would have to close down completely unless mining operations were immediately resumed. Other industries were being similarly threatened and throughout the entire district there was a condition of general alarm which feeling was fostered by the nature of the despatches appearing daily in the press.

Under these circumstances, I felt it my duty and in the public interest to put forth further endeavours to bring about an immediate resumption of work. In view of the vote which had been taken, I knew that this could only be effected by arranging a settlement of the difficulties and securing a written agreement between the parties. From what I had observed and learned during my stay in Fernie, I believed, that as a matter of fact, the difficulty of effecting a settlement was not so much a matter of terms and conditions as it was of allaying the distrust and suspicion which existed between the parties. I knew, moreover, that, though professing the contrary, neither side was particularly desirous of having a government investigation. It was obviously to the interest of both to have an immediate settlement if it could be brought about, and I accordingly decided to see if this could not be done by offering my services as a conciliator. I saw the leading representatives of both sides and asked them if my services would be acceptable. I was assured that they would be and that notwithstanding that an investigation might serve the interests of both parties by helping to clear up a number of matters which were grounds of suspicion or of false report, an immediate settlement was advisable in the public interest, and in the interests of the parties themselves. I spent Sunday and Monday, the 28th and 29th of April, respectively, in negotiating with the leaders on both sides. By Monday afternoon the basis of an agreement had been reached, and on this agreement being drafted in the form of a written document and copies supplied to each of the parties, I obtained from the respective parties a verbal undertaking that its provisions were acceptable to the members of the Western Coal Operators' Association and to the district executive board of the United Mine Workers. The executive board, while willing to recommend the acceptance of this agreement were however, unwilling to sign it without first submitting its provisions to a referendum vote of the unions concerned. I was informed by all the members of the Board that they had no doubt as to the ultimate acceptance by the unions of the agreement, and it was accordingly decided that a referendum vote should be taken. It was, at this time, that I sent you the following wire:

FERNIE, B. C., April 29, 1907.

HON. RODOLPHE LEMIEUX, M.P.,
Minister of Labour,
Ottawa, Ont., Can.

Am pleased to be able to inform you that, as the result of negotiation between the parties during the past

two or three days, the outstanding points of an agreement have been so adjusted through conciliation as to make it acceptable to the operators of the seven companies comprising the Western Coal Operators' Association, and to the District Executive Board of the United Mine Workers' Association. The District Executive have agreed to strongly recommend this agreement for acceptance by the men at all the mines. A referendum vote will be taken on Thursday of this week. In the meantime, the sittings of the Board of Conciliation and Investigation which were to have commenced to-morrow will stand adjourned.

W. L. MACKENZIE KING.

Agreement Accepted.

Meetings of the unions were called at all the camps, and members of the executive left immediately for the different localities with copies of the agreement in order to fully explain its provisions to the men. The result of the voting was known in a general way on the night the vote was taken, but the actual figures were not given out until Saturday afternoon by which time returns had been received at Fernie from the various camps When the result was announced the figures indicated that the district as a whole had voted in favour of acceptance of the agreement by a majority of 377 out of a total vote of 1871. The vote as taken at the different camps was as follows:

Camp.	For	Against.
Bellevue	38	16
Frank	50	77
Hillcrest	25	1
Lille	93	17
Lundbreck	34	20
Coleman	190	32
Bankhead	91	33
Canmore	68	53
Michel	139	294
Fernie	393	201
Total	1,121	744

The result of the referendum vote having been publicly announced, the agreement was signed by the operators on the afternoon of Saturday, May 4. The members of the executive board were unwilling to sign until all the members of the board were present, consequently the agreement did not receive the signatures of the union officials until the Monday morning following. The agreement having been signed by both parties I wired you as follows:

FERNIE, B. C., 6th May, 1907.

HON. RODOLPHE LEMIEUX, M.P.,
Minister of Labour,
Ottawa, Ont., Can.

Am pleased to inform you that agreement reached between executive of United Mine Workers and operators, as result of conciliation proceedings on Tuesday last, was endorsed upon referendum vote by a majority of 377 out of a total vote of 1871 in the different mining camps; the result of the voting having been officially announced on Saturday. The operators signed the agreement during the afternoon. All the members of the executive board of the United Mine Workers met in conference this morning and authorized their officers to sign. They have just come to my room at the hotel and added their signatures to the agreement. District President Sherman informs me that the board has issued instructions for the men to return to work immediately. All mines in the district should be operating to-morrow. Conciliation Board will meet this afternoon to receive notification from the parties that their differences have been satisfactorily adjusted, and that a contract has been signed covering conditions for two years.

W. L. MACKENZIE KING.

The executive board immediately notified all camps that an agreement had been concluded, and requested that work should be immediately resumed in all of the mines. In accordance with these instructions, work was resumed at most of the mines on the following day. At one or two camps there were delays for one cause or another, but in the course of a few days work had been all but generally resumed throughout the entire district.*

The Basis of Settlement.

Appended to this report is a copy of the agreement between the Western Coal Operators' Association and the employees of the Companies comprising this association, as represented by the United Mine Workers of America, District, No. 18. It will be observed that the agreement is for a period of two years from April 1, 1907, to March 31, 1909, inclusive; that it continues in existence the agreements existing between the several Companies comprising the Western Coal Operators' Association prior to April 1, 1907 with modifications and additions, as a result of which the new agreement was reached. Most important in this connection is the clause providing machinery for the settlement of local and

(*) The Breckenridge and Lund Coal Company, operating at Lundbreck, Alta., is the only camp at which operations were not fully resumed during the month, this company having decided to discontinue mining operations for the present.

general disputes that may arise between the parties during the period of the new agreement. This provision accepts in full the principles of conciliation and arbitration and establishes a permanent board composed of representatives of both parties before which disputes may be brought for final settlement failing their adjustment by the more immediate parties concerned. Important increases in wages are provided for, namely, 5 per cent increase to contract mining rates at the following mines: No. 9, Coal Creek, No. 3, Michel, Lundbreck and Canmore; an increase in the wages paid outside labour of 25 cents per day to all $2.00 rates and an increase of 5 per cent to all rates of $2.50 and over. An increase of 25 cents per day was granted to drivers, tail rope riders and hoist men in all the mines. At Bankhead, Canmore, Lundbreck and Lille an increase of 5 per cent was granted to all other transportation men and those connected with the handling of coal, the increase being given on account of the longer hours of work at these mines. The contract contains an important provision that nothing therein shall be held to afford any grounds against the enactment of legislation respecting hours of labour in the province of Alberta, also that the schedule rates in the agreement are to be the minimum rates paid, and that where higher rates have prevailed, no reductions are to take place. In connection with new work it is provided, that whenever any new work arises, a price for which has not been provided for in the agreement, on the request of the company or the miners, the joint committee of the Western Coal Operators' Association and District Number 18 of the United Mine Workers of America shall meet within thirty days after the said request and arrange a price. Meantime and until such price has been arranged, all men shall be paid upon the day wage scale.

The signed agreement contains no mention of the question of discrimination which was an important one in all negotiations. It was, however, distinctly understood and agreed between the parties that there was to be no discrimination on the part of the companies against union men or on the part of the union men against non-union employees, and the settlement reached was based on this understanding.

Review of Causes of Trouble.

In view of the fact that a settlement has been reached between the Western Coal Operators' Association and the employees of the several Companies which it comprises, it is in every way desirable that nothing should now be said or done which may tend to revive subjects of controversy which have in the past added not a little of bitterness and animosity to the unhappy relations which for a time existed between the employers and employees concerned in these matters. An explanation of the situation and justice to the parties themselves demands, however, that the factors in the situation which helped to account for the cessation of mining operations which took place for a brief space of time should not be passed over wholly in silence. The attitude of the Companies towards the application of the men, and the attitude of certain of the Union officials toward the Companies are, in my opinion, the factors which were mainly accountable for the cessation of operations at the mines, prior to an investigation by a Board, as is required by the Act. A mistrust by each of the parties of the good faith and purpose of the other, which in part was the outcome of differences of months previous, and which happenings in recent negotiations had only served to accentuate, lay at the root of the whole matter. This lack of faith in each other's sincerity, found its strongest expression in the suspicion with which the principals of the respective sides viewed the purposes and actions of each other.

It is true that the application to the Minister of Labour for a Board of Conciliation and the declaration accompanying it made on behalf of the employees, are open to the construction that they are not technically correct in all particulars, and that the law in some of its details in its relation to these matters may not have been strictly complied with. It is also true, that each of the parties

was aware that unless a settlement could be effected by a Board appointed under the Act, a strike was inevitable, and it was desirable, therefore, that every means should be taken to ensure that the establishment of a Board should not fail because of any want of compliance with the provisions of the Act in their entirety. The managers of the several Companies concerned, if they really believed that because of some technicality or irregularity which they had observed a Board would not be appointed, or that its proceedings might be invalidated, were right in taking every precaution to ensure the appointment of the Board. Moreover, if it were their intention to reduce the then existing scale of wages, on May 10, and to declare a lockout failing an acceptance by that date of their terms or a settlement on some other basis in the interval, it was necessary for a compliance with the provisions of the Industrial Disputes Investigation Act that at least thirty days notice of this change should be given and the posting of notices at the pitheads would, under such circumstances, be a perfectly proper course to pursue. The question, however, naturally arises, whether, the facts being what they were, the companies were really justified in believing that a Board would not be appointed, or that its proceedings would be invalidated in any way. The telegram sent to the Minister of Labour informing the Minister that the application of the employees was regarded as irregular and that another application would be forthcoming from the employers, was received in reply to a wire sent by the Minister of Labour requesting the Companies to nominate a person to act as a member of the Board. The Minister's telegram, moreover, indicated very clearly that it was the Government's intention to establish a Board as speedily as possible and the Government's desire both to facilitate and expedite the establishment of this Board as much as possible. The Calgary conference had adjourned *sine die* to permit of an immediate reference to a Board for which the miners themselves had already applied. The critical nature of the situation was known to all parties. The Government's intention was clear. It was to be reasonably presumed that any shortcomings or technical irregularities would be sufficiently met by Section 65, of the Act, which is as follows:

"No proceeding under this Act shall be deemed invalid by reason of any defect of form or any technical irregularity." Everything considered, it would, therefore, appear that the attitude of the Companies toward the applications of the men for the appointment of a Board while it may have been, from the legal aspect, proper was, in the light of existing conditions if quite unnecessary, and served, though doubtless not so intended, only to assist in furthering a crisis which was desirable from every point of view to avoid, and to furnish to the employees in some of the mines what by some is alleged to have been the real cause, by others, mere grounds of pretence, for the cessation of work which took place subsequent to the posting of the notices and prior to the establishment of the Board.

On April 8, the day on which the notices were posted, the following circular letter was issued by the district officers of the United Mine Workers to the employees of the several Companies comprising the Western Coal Operators' Association:

FERNIE, B.C., April, 8, 1907.

To the Officers and Members of the Local Unions in Dist. No. 18 U.M.W. of A.

GREETING :—

The District Executive Board has decided to order a Referendum vote to be taken immediately by all Local Unions "For and Against" a General Strike in this District. The Dominion Government has refused to enforce the Industrial Disputes Act, 1907, against The Canada West Coal & Coke Co., of Taber, who locked our men out on April 2 and 3. We have made application to the Minister of Labor for the appointment of a Board of Investigation. Already the Coal Companies are using all kinds of legal technicalities in order to delay investigation. We can see no chance of this so-called Investigation Board making its report for months. In the meantime, we cannot inform you under what terms and conditions you are working. You must trust to the honour of your employes.

Send the result of the voting upon the enclosed form to F. H. Sherman, Fernie, B.C., not later than April 13, 1907.

Yours fraternally,

F. H. SHERMAN, Pres.
J. A. McDONALD, Sec. Treas.
Dist. No. 18, U.M.W. of A.

It cannot be said that this circular was either warranted or justified by the circumstances under which it was issued. It was both misleading and mischievous and afforded the companies apparent, if not actual grounds, for the contention that the discontinuance of work by the miners taking place in the manner and at the time it did, was not so much due to the action of the Companies as it was to the methods adopted by those who desired to bring about a cessation of operations at the mines.

Some Conclusions.

Had suspicion and personalities not played so large a part in the negotiations between the parties an agreement might, I believe, have been arrived at without any cessation of mining operations or the appointment of any Board of Conciliation and Investigation. When I reached Fernie and began looking into the causes of the dispute, it seemed to me that suspicion was present everywhere, that passion and prejudice were outdoing argument and that mistrust had supplanted reason. Each side had become suspicious of the other to the extent that the slightest degree of confidence no longer existed between them. Each was seeking in the action of the other evidences of sharp practice which might strengthen the barriers already holding them apart, rather than the existence of motives or actions which might serve as avenues of approach. I was fortunately in the position of being able to see both sides of the question from the points of view of the respective parties, and was thus enabled to secure a consideration of the matters involved upon their merits, without permitting the real issue to be lost sight of through prejudices and antipathies purely personal, such as an industrial conflict, are apt to engender. My endeavour was directed wholly towards restoring confidence between the parties, and what I regard as even more gratifying than the agreement reached is that this end has been in part achieved.

This confidence and mutual trust both the operators and labour leaders should do all in their power to cultivate. The value of any agreement will depend upon the spirit which underlies the intentions of the parties. If the mine operators and miners are true to what is best in them, there should be great industrial prosperity for all engaged in the mining industries concerned in the recent troubles. That at present, there is a genuine desire to foster this spirit of mutual confidence is, I believe, beyond question. The parties realize that they cannot afford to neglect it without being false to their own mutual interests and doing an irreparable injury to the interests of the country as well.

In conclusion, I would say, that if the country in this instance has been spared a long and disastrous industrial conflict, it is because of the legislation recently enacted, which in the first instance restrained the parties from precipitate action, and which providing as it did the machinery for a searching inquiry caused the parties to exercise a degree of forbearance and moderation which otherwise might have been wholly wanting. There was, moreover, on both sides a genuine recognition of the obligation which under existing circumstances each owed to the public. The spirit with which each side responded to this conception of public duty leads me to believe that the country may look forward with some degree of confidence to a period of industrial peace, so far at least, as the parties to the recent dispute may have it within their power to control the working out of the agreement which they have reached.

I have the honour to be, Sir,

Your obedient servant,

(Signed) W. L. MACKENZIE KING,
Deputy Minister of Labour.

Report of Board of Conciliation.

The following report of the proceedings of the Boards of Conciliation and Investigation appointed under the Act, has been sent to the Minister of Labour, by the Chairman, Sir William Mulock.

TORONTO, 28th May, 1907.

To the Honourable R. Lemieux,
Minister of Labour,
Ottawa, Ont., Can.

In the matter of the Boards of Conciliation and Investigation regarding certain disputes between the Crow's Nest Pass Coal Company, Limited, the International Coal and Coke Company, Limited, the West Canadian Collieries, Limited, the Canadian and American Coal and Coke Company, Limited, the Breckenridge and Lund Coal Company, the H. W. McNeill Coal Company and the Pacific Coal Company and the employees of the said companies.

I have the honour to state, that the Boards first met on the 30th April, 1907, at the town of Fernie, B. C., all the members of the Boards being present, and information having reached the various members of the Boards that the parties to the disputes were engaged in an effort to adjust their differences and that a proposition to that end was to be submitted to the miners on the 2nd of May, the members did not deem it expedient to then proceed with the subject of reference, but adjourned to meet again on the 3rd of May; that on the 3rd of May the members again met, all being present; but it was then understood that the result of the voting by the miners upon the proposed settlement had not yet been made public, nor had the Boards been advised whether a settlement had been reached, but the different members of the Boards had received intimation to the effect that progress towards a settlement was being made. Accordingly the Boards adjourned to meet at the call of the chairman. On the 4th of May, the Boards met again, all the members being present. The different members intimated that from information which had reached them a proposed agreement between the various parties to the disputes had been executed by the operators and was engaging the consideration of the employees before its execution on their behalf. Thereupon, the members decided to again adjourn to meet at the call of the chairman. On the 6th May, the Boards again met. On this occasion Mr. Stockett appeared on behalf of the Operators' Association, and Mr. Sherman on behalf of the employees. Mr. Stockett then read and delivered to the Boards the following communication:

"STATEMENT OF OPERATORS.

"To the Board of Conciliation and Investigation appointed to settle the disputes between the Coal Companies and their employees in the Crow's Nest Pass District of British Columbia and Eastern Alberta.

"On the 26th April, after some negotiation it became evident that there were some points of difference between the operators and the miners, which, in joint conference, they were unable to adjust.

"At this stage the Deputy Minister of Labour, Mr. Mackenzie King, lent his good offices to both sides and on the 29th he submitted an agreement which so harmonized these differences that it was accepted by all parties to the dispute, subject to the ratification on a referendum vote by the miners.

"This vote was taken at all the collieries on the 2nd May, and the operators were advised, it endorsed the agreement arrived at. In this result it will not, therefore, be necessary to ask the Board of Conciliation to enter upon its labours, the parties being themselves agreed.

"The operators desire most cordially to thank the Hon. Sir Wm. Mulock, K. C. M. G., Chief Justice of the Exchequer Division of the High Court of Justice of Ontario, for his response to the call of duty and his sacrifice of personal comfort in coming so far to aid in the settlement of this dispute, and they desire also to acknowledge the excellent work and good offices of Mr. Mackenzie King, Deputy Minister of Labour, in harmonizing the outstanding difficulties."

"Dated, Fernie, B. C., May 3rd, 1907.

"This is signed on behalf of all Coal Companies to the present dispute by

The Western Coal Operators' Association,

G. G. S. LINDSEY,
President.
O. E. S. WHITESIDE,
Asst. Secretary."

Mr. Sherman for the employees reported that they had approved of the agreement and that the properly authorized officers had executed the same. He expressed his satisfaction at the fact that the parties had themselves adjusted their difficulties and stated that Mr. Mackenzie King had rendered valuable assistance in bringing the parties together and aiding in adjusting the difficulties; that instructions had been issued to the men to resume work and that the men had welcomed with pleasure the establishment of the Boards and their having come to Fernie.

In view of the settlement, thus reached the members did not deem it necessary to take the oath of office or to further proceed with the matters referred to them.

(Signed) W. MULOCK,
Chairman.

Text of the Agreement.

The following is the full text of the agreement.

AGREEMENT.

It is hereby agreed:—

Between the Western Coal Operators' Association (consisting of The Pacific Coal Co., Limited, the H. W. McNeill Co., Limited, the Breckenridge and Lund Coal Co., Limited, the West Canadian Collieries, Limited, the Canadian-American Coal & Coke Co., Limited, the International Coal and Coke Co., Limited, and the Crow's Nest Pass Coal Co., Limited), of the one part, and the employees of the said companies, as represented by the United Mine Workers of America, District No. 18, of the other part, that the agreements existing prior to April 1, 1907, respecting general provisions and scales of contract prices and wages, shall govern the parties hereto for the period of two years commencing April 1, 1907, and ending March 31, 1909, in so far as the same may not be modified or affected by the provisions of this agreement; it being understood and agreed that the parties thereto will meet in conference sixty days prior to the expiration of this agreement to discuss a renewal thereof. This agreement covers all the mines, coke ovens and outside plants operated by the companies and all persons accepting employment at these mines agree to be governed by the following rules and regulations:

SETTLEMENT OF LOCAL AND GENERAL DISPUTES.

(*a*) In case any disputes or grievances arise under this agreement or any local agreement made in connection therewith, whether the dispute or grievance is claimed to have arisen by the Company or any person or persons employed or by the men as a whole, then the parties shall endeavor to settle the matter as hereinafter provided. But before any grievances or disputes shall be submitted to the Pit Committee, the person or persons affected shall endeavour, by personal application to the Pit Boss, to settle the matter, and in the event of them agreeing, their decision shall be final.

(*b*) In case of any local dispute arising in any mine, and failure to agree between the Pit Boss and any employee, the Pit Committee and Mine Superintendent shall endeavour to settle the matter, and if they agree, their decision shall be final.

(*c*) In the event of the failure of the Pit Committee and the Mine Superintendent to settle any dispute so referred to them, as well as in the event of any other dispute arising, the matter in dispute shall be referred to the General Superintendent or General Manager of the Company and the Officers of District No. 18, U. M. W. of A., for settlement, and if they agree their decision shall be final. Should they fail to agree, it shall be referred to a Joint Committee, said Committee to be made up of three operators appointed by the Western Coal Operators' Association, and three miners appointed by District No. 18, of the U. M. W. of A., for settlement. If they agree their decision shall be binding upon both parties. A majority of the full Committee must vote in favour of any action before it can be declared carried. In the event of a failure to agree, the Committee shall endeavour to select an independent chairman, and failing to agree upon an independent chairman, the Minister of Labour shall be asked to appoint such chairman; the decision of the Committee thus constituted shall be binding upon both parties. The Joint Committee, when necessary, shall meet on the second Monday of each month.

(*d*) In the meantime, and in all cases while disputes are being investigated and settled, the miners, mine labourers and all other parties involved must continue to work pending investigation and until final decision has been reached, but where miner, mine labourer, or mine labourers, has or have been discharged by the Company, he or they shall not remain in the employ of the Company while his or their case is being investigated and settled. If a claim be made within five days where a man or men has or have been unjustly discharged, the case shall be dealt with according to this article, and if it is proven that he or they have been unjustly dealt with, he or they shall be re-instated. If claim is made for compensation for time lost, in cases where re-instatement has followed, it shall be left to the Joint Committee to decide what amount, if any, is to be paid.

(*e*) Any breach of this agreement by any of the parties hereto is not to void the said agreement, but same is to continue in full force and effect. It is not intended, however, by this subsection, to abridge the right of the men to suspend work after final settlement as herein provided, if any operator or operators refuse to be bound by any decision given against them under this article.

NEW WORK.

Whenever any new work arises, a price for which has not been provided for in this agreement, on the request of the Company or the miners, the joint committee of the Western Coal Operators' Association, and District Number 18 of the United Mine Workers' of America shall meet within thirty days after the said request and arrange a price. Meantime, and until such price has been arranged, all men shall be paid upon the day wage scale.

HOURS OF WORK.

It is understood that nothing herein shall be held to afford any ground against the enactment of legislation respecting hours of labour in the province of Alberta.

CONTRACT MINING RATES.

There shall be added a 5 per cent. increase on contract mining rates at the following mines: No. 9, Coal Creek; No. 3, Michel, Lundbreck and Canmore. (See Schedule A.)

OUTSIDE LABOUR.

There shall be added an increase of twenty-five cents per day to all $2.00 rates, and an increase of 5 per cent. to all rates of $2.50 and over. (See Schedule B.)

INSIDE LABOUR.

There shall be added an increase of 25 cents a day to drivers, tail rope riders and hoist men. (See Schedule C.)

At Bankhead, Canmore, Lundbreck and Lille there shall be added an increase of 5 per cent. to all other transportation men, and those connected with the handling of coal, this increase being given on account of the longer hours of work at those mines. (See Schedule D.)

SCHEDULE A.

MINING RATES.

Coal Creek, No. 9 Mine: 52½ cents per gross ton.
Michel, No. 3 Mine: . . . 57¼ " " " "
Lundbreck Mine:
Main and counter gangways 63 cents per cubic yard
Angle work . . . . . 57¼ " " "
Canmore Mine:

No. 1 Seam.—	Breasts..	$5.77½	per lineal yard.
	Pillars ..	6.30	" "
	Skips . . .	2.62½	" "
No. 2 Seam.—	Breasts .	1.05	" "
		for each ft. in the thickness.	
	Pillars ..	1.31½	per lineal yard, for
		for each ft. in the thickness.	
	Skips . . .	.52½	per lineal yard
		for each ft. in the thickness.	
No. 3 Seam.—	Breasts .	$5.77½	per lineal yard.
	Pillars ..	6.30	" "
	Skips . . .	2.62½	" "
No. 4 Seam.—	Breasts .	$6.30	" "
	Pillars ..	6.30	" "
	Skips . . .	3.15	" "

SCHEDULE B.

	Per day.	Hrs.
Bottom man	$2.62½	10
Slate picker boys	1.25	10
Slate picker men	2.25	10
Car oiler men	2.25	10
Car oiler boys	1.50	10
Tally boys	1.25	10
Teamsters	2.62½	10
Blacksmiths	3.67½	10
Blacksmith helpers	2.62½	10
Carpenters	3.67½	10
Carpenter helpers	2.62½	10
Power house engineers	3.67½	12
" " "	3.15	8
Fan men	2.62½	12
Hoisting engineer	2.89	8
Tail rope engineers	3.36	8
" "	3.67½	10
Box car loader engineer	3.15	10
Tipple engineer	3.15	10
Locomotive engineer (outside)	3.15	10
Locomotive engineer, helper or switchman	2.75	10
Firemen	2.62½	8
Firemen	3.67½	12
Railway car handler (men)	2.36	10
Tipple dumper (man)	2.62½	10
Tipple dumper (boys)	1.50	10
Car repairers	3.15	10
Breaker engineer	3.15	10
Fan fireman	3.15	12
Lampman (Depending on number of lamps and skill of man)	$2.25 to $3.15	12
Lampman	2.25 to 2.62½	8
Machinist	3.15 to 3.67½	10
Machinist helper	2.62½	10
Ashman	2.25	10
Ashman	2.62½	12
Wiper (man)	2.62½	12
Coupler (man)	2.25	10
Coupler (boy)	1.50	10
Breaker oiler	2.62½	11
Washer or tipple oiler	2.62½	11
Breaker picker boss	2.62½	10
Timber framer (men)	3.15	10
Box car shovellers (men)	2.62½	10
Breaker platform boss	2.62½	10
Breaker platform men	2.36	10
Breaker screen men	2.25	10
Rock bank (men)	2.25	10
Dirt bank (men)	2.25	10
Finisher after box car loader	2.25	10
All other outside labour	2.25	10

BEE HIVE COKE OVENS.

Levelling and drawing (6½ ton charge)	$1.00
Levelling and drawing (5 ton charge)	0.80
Loading into box cars (over 200 tons per month)	0.17
Loading into box cars (less than 200 tons per month)	0.16
Steam locomotive engineer	3.15
Motormen	2.89
Larryman	2.25
Plasterers	2.25
Carters and cleaners	2.25
All other labourers (10 hours)	2.25

All charges to be large or small, at the discretion of the Coke Oven Superintendent.

BELGIAN COKE OVENS.

Ram engine men	$3.15
Chargers	2.62½
Clavers	2.62½
Drawers	2.62½
Loaders	2.36

BRIQUETTE PLANT.

	Per day.	Hrs.
Engineer	$3.67½	12
Briquetter	3.78	12
Briquetter helper	3.15	12
Tar melter	2.62½	12
Labourer	2.62½	12

SCHEDULE C.

	Per day	Hrs.
Drivers	$2.75	8
Drivers in wet places	3.00	8
Hoist men	$2.75 to 3.00	8
Rope riders	2.75	8
Main and tail rope riders	3.00	8

SCHEDULE D.

Couplers (men)	$2.62½	8
Couplers (boys)	1.57½	8
Pushers	2.62½	8
Loaders	2.62½	8
Buckers	2.62½	8
Locomotive engineers or motormen	2.89	8
Loco. switchers or motormen helpers	2.62½	8
Cagers	2.62½	8
Cager in shaft	3.00	8

The schedule rates under this agreement are to be the minimum rates paid, but nothing in this agreement shall be construed to prevent the Companies from paying higher rates should they so desire.

It is also understood that where higher rates have prevailed no reduction shall take place.

IN WITNESS WHEREOF, the parties hereto have hereunto set the hands of their proper officers, this fourth day of May, 1907.

The Western Coal Operators' Association.
(Signed) G. G. S. LINDSEY, *President,*
LEWIS STOCKETT, *Vice-President,*
O. E. S. WHITESIDE, *Asst. Secty.*

The Pacific Coal Co., Limited,
(Signed) LEWIS STOCKETT, *Genl. Manager.*

The H. W. McNeill Coal Co., Limited,
(Signed) W. F. McNEILL, *Vice President.*

The Breckenridge and Lund Coal Co., Limited,
(Signed) JOHN BRECKENRIDGE, *President,*

The West Canadian Collieries, Limited,
(Signed) O. E. S. WHITESIDE, *Genl. Manager,*

The Canadian-American Coal and Coke Co., Limited,
(Signed) S. M. MOORE, *Genl. Manager.*

The International Coal and Coke Co., Limited,
(Signed) H. N. GALER, *Vice-President.*

The Crow's Nest Pass Coal Co., Limited,
(Signed) G. G. S. LINDSEY, *Genl. Manager.*

The United Mine Workers of America, District 18.
(Signed) F. H. SHERMAN, *President,*
JOHN R. GALVIN, *Vice-President,*
J. A. McDONALD, *Secretary,*
PETER PATTERSON, *International Board Member.*

Witness: As to all signatures other than that of the President of the Breckenridge and Lund Coal Co., Limited.
(Signed) W. L. MACKENZIE KING.

Witness: As to signature of the President of the Breckenridge and Lund Coal Co., Limited.
(Signed) LEWIS STOCKETT.

II. SETTLEMENT OF DISPUTE BETWEEN GRAND TRUNK RAILWAY COMPANY AND G.T.R. MACHINISTS.

THE nature of the dispute between the G. T. R., machinists and the G. T. R. Company was explained in *The Labour Gazette* for May*, when the statement of grievances which formed the basis of the application for the establishment of a Board was printed. It will be remembered that the Board was constituted by the appointment of Mr. Alex. H. Champion, on the nomination of the machinists, and of Hon. Wallace Nesbitt, K. C., on the nomination of the G. T. R. Company, and these gentlemen having been unable to agree on a third member and chairman of the Board, the Minister of Labour had appointed Prof. Adam Shortt, of Queen's University, to the position. Subsequently, on May 8, Mr. Champion having resigned from the Board, Mr. J. G. O'Donoghue was appointed on the nomination of the machinists making the application. The Board met in Montreal on May 16, 17 and 18, and concluded its deliberations on the evening of the last named day by arriving at an agreement on all points comprised in the dispute, accepted and signed by both parties to the dispute, and good for the period of one year from May 1st, 1907. The formal report of the chairman of the Board to the Minister of Labour was dated May 20, so that the whole proceedings under the Act, from the receipt of the application by the Minister on April 20 to the receipt of the finding of the Board occupied precisely one month. The proceedings of the Board were closely followed by representatives of both parties to the dispute. Mr. C. M. Hayes general manager of the G. T. R. Co., Mr. E. H. Fitzhugh, third vice-president of the G.T.R. Co., and Mr. W. D. Robb, superintendent of motive power represented the interestsof the employing Company, and Mr. Alex. H. Champion, vice-president of the International Association of Machinists, and Mr. Frank Lee, counsel for the Association in Canada, watched the interests of the men. All the gentlemen named were present at each session of the Board.

The matters in dispute covered many typical features of industrial differences including rates of wages, hours of employment, including night and day work, overtime both as to hours and pay, classification of men, the number and status of apprentices, the promotion of helpers, improvers, etc., the reinstatement of men on strike or lockout, some of them for over two years, and the general recognition of the Union. Many representatives of the men appeared before the Board, but no formal evidence was recorded. As the investigation proceeded, concessions were made in turn on the part of employers and employees, and a settlement eventually reached that received the cordial approval of both parties.

This was the first instance in which the Industrial Disputes Investigation Act, 1907, had been fully applied and tested, and the result may be taken to illustrate the full advantages offered for the settlement of industrial disputes by procedure under the Act. In this case, a complex labour dispute existing in part for some years was satisfactorily disposed of without the loss of a day's work to the men or a dollar to the Company, and without any embarassment or loss being occasioned to the business interests of the country or to the public.

Formal Report and Award.

The formal report of the chairman of the Board is as follows:—

We, Prof. Adam Shortt, J. G. O'Donoghue and Wallace Nesbitt, members of the Board of Conciliation, appointed under the Industrial Disputes Investigation Act, 1907, in a dispute between the machinists in the employ of the Grand Trunk Railway Company, beg to report that we met on the 16th day of May, at the Board Room in the Grand Trunk head offices in the city of Montreal, and continued sitting during the 16th, 17th and 18th days of May, and heard the parties fully. The shop rules of the Grand Trunk, subject to modifications which have been agreed upon, and which rules are hereto

*See page 1243.

annexed, were found by us to be fair and reasonable. The schedule of pay promulgated by the Grand Trunk, hereto annexed, was also discussed and considered, under all the circumstances, to be fair and reasonable. And we award that the same be the rules and rate of pay of governing the parties for the term of one year from the first of May' 1907.

(Signed) ADAM SHORTT, *Chairman.*
WALLACE NESBITT.
J. G. O'DONOGHUE.

We accept the above award.

(Signed on behalf of machinists)

F. FOSTER.
GEORGE BOAZ,
GEO. E. BANCROFT,
R. D. PEVERLEY,

The Grand Trunk Ry. by CHAS. M. HAYS, 2nd V.P. and G.M.

GRAND TRUNK RAILWAY SYSTEM.

REGULATIONS AND RULES TO BE OBSERVED BY ALL WORKMEN IN MOTIVE POWER AND CAR SHOPS.

RULE 1. Condition of engagement.

No workman will be permanently employed without a certificate as to character from his last employer, nor unless he has passed the medical examination required to admit him to the Insurance and Provident Society, of which Society he necessarily becomes a member on entering the service.

RULE 2. Entrance.

Workmen must enter and leave the works and shops at such places only as may be designated.

RULE 3. Time checks.

Every workman is required to receive from the timekeeper a check bearing his number each time that he enters the works, and to deposit the same each time he leaves. No one is allowed to deposit any check but his own.

RULE 4. Signals for commencing and quitting work.

The bell or whistle will be the signal to commence and quit work. All workmen must be in their places ready to start work when the signal sounds, and must not prepare to leave work until it sounds at quitting time.

The regular working hours for repair shop men will be as follows:—From 7 a. m. to 12 noon, and from 1 p. m. to 6 p. m., on Mondays, Tuesdays, Wednesdays, Thursdays and Fridays, and on Saturdays from 7 a. m. to 12 noon. Standard time.

When conditions render it necessary to change these hours due notice will be posted in timekeeper's office.

RULE 5. Late admittance.

In exceptional cases workmen may be admitted and allowed to commence work during the first five minutes after the signal has been given, but then only upon the production of a written order from the proper foreman; workmen failing to comply with this rule will only be allowed to commence work two hours after the regular time in the morning.

RULE 6. Overtime.

Overtime is allowed at the rate of time and a half from 6 p. m. to 6 a. m., and on Sundays; on Sunday or when the whole night is worked, an hour shall, without deduction, be allowed for meals.

This rule applies only to mechanics and their assistants, rated as such whether in or out of shops, who are ordinarily working on regular shifts of 10 hours, but overtime will not be allowed until a full day or night's work has been done.

Car repairers working in shops are classed as mechanics, but car examiners, oilers and cleaners, locomotive cleaners engine turners, boiler washers, lighters-up, sweeps and watchmen, together with all labourers and others (except as stated above) working on 10 or 12 hour shifts, do not come under the operation of this rule as regards overtime, but are paid only for the actual hours worked.

In case of wrecks and auxiliary work, time will be paid to all men engaged, whether mechanics or not, in accordance with this rule, and if men on night duty are called out, their overtime rate will commence at 6 a. m.

If mechanics and assistants engaged in regular day work are called at night to perform work after the prevailing shop hours the minimum time allowed will be 2 hours up to midnight; if called after 12 midnight 3 hours will be the minimum allowance.

Should mechanics or assistants be sent from home, temporarily, to work at any other point, they shall be paid at their regular shop rate, and shall also receive straight time from the time called for service, and in addition an allowance for expenses, of $1.00 per day while away.

RULE 7. Apprentices.

All apprentices who are employed shall be indentured as per the Company's rules; and they shall be governed by the same rules as to overtime, etc., as mechanics.

RULE 8. Contract.

All employees will be required to do their work by contract when so desired by the Company. No workman, accepting contract work shall employ or dismiss a man.

RULE 9. Holidays.

The following will be observed as holidays:—

IN CANADA.	IN UNITED STATES.
New Year's Day.	New Year's Day.
Good Friday.	Washington's Birthday.
Victoria Day.	Memorial Day.
Dominion Day.	Independence Day.
Labour Day.	Labour Day.
Thanksgiving Day.	Thanksgiving Day.
Christmas Day.	Christmas Day.

Overtime will be allowed for these days.

RULE 10. Promotion.

Employees through general good conduct, strict attention to, and faithful discharge of duty, and who show qualifications to assume increased responsibility, will be considered as in line for promotion.

Young men who have had some experience will be employed as improvers and after sufficient service, and showing necessary qualifications, may be made journeymen mechanics. Labourers and mechanic's assistants may also be promoted to machinemen or journeymen mechanics, after sufficient service and showing necessary qualifications, but not to the detriment of other employees who may be in the employ who are satisfactorily filling the position they are in. The foreman to be the judge.

RULE 11. Compliance with instructions.

All employees shall promptly obey all instructions from the person in direct charge. Grievances, real or

imaginary, shall take the form of a complaint to be investigated and dealt with at the proper time, but it does not justify refusal to comply with instructions. Grievances may be presented to the immediate superior officer in charge, and not being satisfactorily adjusted, the employe may select another employe from the same department, to attend a further investigation and speak for him, if he so desires.

RULE 12. Reduction in expenses.

When a reduction of expenses is necessary, a reduction in the number of working hours will be made preferably, if the interests of the Company will permit, or staff reduced as may be considered in the best interests of the Company.

RULE 13. Service papers.

Service papers will be given to employees leaving the service on application being made for same.

RULE 14. Caution against entering other shops.

No workman is allowed to enter a shop in which he is not usually employed, except by order of his foreman.

RULE 15. Private tools.

Every workman must provide himself with the usual tools of his trade.

RULE 16. Person Shop Tools.

Every workman is required to see that the tools supplied for his regular use bear the initials of the Company, and his own private mark. He will be held responsible for all deficiencies, and also for any tools of other workmen found in his possession. Borrowing and lending must be avoided.

When necessary, foremen will replace worn-out tools or supply additional tools on application.

Tools must not be made or repaired without the sanction of the proper foreman.

RULE 17. General Shop Tools.

Taps, dies, reamers, gauges, templates, cutters or special tools may be obtained from those in charge of them, but must be returned at the end of each day, or sooner if done with. Men using these tools are held responsible for their loss or for defects not pointed out at the time they receive them.

RULE 18. Locks and keys.

Locks and keys, when supplied by the Company, for boxes, drawers, or cupboards, must be kept in order, and lost keys must be replaced by or at the expense of those losing them.

RULE 19. Imperfections in material.

Imperfections discovered in material being worked up must be promptly reported to the proper foreman.

RULE 21. Collection of old material.

Scrap brass and copper must be collected daily and deposited in the place appointed for its reception, under the instructions of the proper foreman.

RULE 22. Use of lubricants.

Only special lubricants supplied to the shop for use on machines shall be so used and no oil shall be used unless special instructions to do so are given. The use of oil for washing hands is strictly prohibited.

RULE 23. Use of drawings and templates.

No new work shall be done without a drawing or template, and all repairs must be made in conformity with existing standards, unless changes are authorized.

RULE 24. Time keeping.

Workmen must, when requested, furnish timekeepers with full particulars respecting the work on which they are engaged.

RULE 25. Smoking prohibited.

Smoking on the Company's premises is strictly prohibited. All workmen using open fires, hearths, candles, gas or other artificial light, must see that they are extinguished before quitting work, when all blast must be shut off and dampers closed.

RULE 26. Inflammable material.

Oily waste, paint scrapings, and such like inflammable material will be burnt daily, and must either be placed in the iron box provided for the purpose or left in a conspicuous place where they may be seen by the man appointed to collect it. Oily waste and paint scrapings must on no pretence whatever be left under benches, or in wooden boxes, lockers, drawers or cupboards. Workmen's overalls must not be rolled up, but hung loosely when not in use.

RULE 27. Intoxicating liquors prohibited.

The use of intoxicating liquors on the Company's premises is strictly prohibited.

RULE 28. Damage to machines.

Any workman injuring a machine or other article through carelessness or neglect will be required to pay the amount of damage.

RULE 29. Passes.

No workman will be allowed to leave during working hours without a pass signed by his foreman, neither will anyone be permitted to take out material, tools, etc., unless on special order. All passes must be left with the gate-keeper, or time-keeper.

RULE 30. Absence from work.

Workmen absenting themselves without permission must send promptly a note of explanation to their foreman. Men connected with the working of trains, or in running sheds, must ask permission before absenting themselves, or if ill, notify the foreman at once.

RULE 31. Admission of strangers.

Strangers are only to be admitted within the works on a pass signed by either the Superintendent of Motive Power, Superintendent of Car Department, Master Mechanic, or Master Car Builder in charge.

It is the duty of watchmen to respectfully enquire of strangers if they are supplied with the necessary pass.

RULE 32. Watchmen.

No watchman shall leave duty until relieved by his successor.

RULE 33. Leaving the service.

Any workman may leave or be required to leave the Company's service on a day's notice, and will only be paid after he has delivered up to his foreman such of the Company's tools, or other property as may be in his possession, and then only for the time worked. The amount reserved to make good for any loss or deficiency will be retained out of the money due him.

RULE 34. Foreman must see that the rules are enforced.

The foreman in each department will be held responsible for the strict enforcement of these rules.

RULE 35. Breach of discipline.

Violation or infraction of any of these rules subjects the offender to immediate dismissal or suspension.

RULE 36. Levies and fees for Insurance and Provident Society.

All levies and fees in connection with the Insurance and Provident Society, and all fines inflicted for breach of rules 16 to 25 inclusive, are deducted from the wages due

RULE 37. Subscription lists prohibited.

As the Insurance and Provident Society makes due provision for workmen in the cases of sickness or deaths subscription lists must not be circulated.

RULE 38. Meetings.

No meetings of any kind shall be held within the shops or on the Company's premises without proper permission.

Any employee formerly in the service of the Grand Trunk Railway Co,. shall be re-employed as soon as possible, provided said employee shall apply for same within 60 days. Any refusal of employment believed to be based upon personal prejudice merely or other insufficient reason may be appealed to Mr. W. D. Robb, or E. H. Fitzhugh for their final determination.

Any employees leaving the service shall receive their wages at the earliest possible moment.

COMPANY'S APPRENTICE FORM AS AMENDED.

SEC. 2.

(*b*). That the said minor will not during the said term join or become a member of any fire company, except such fire companies as he may be requested by the Company in writing to join, nor any society which claims or attempts to control his action or his labour in any way in contravention of the terms of this indenture.

GRAND TRUNK RAILWAY SYSTEM.

MOTIVE POWER DEPARTMENT.

COMPARATIVE STATEMENT OF MINIMUM AND MAXIMUM PRESENT AND PROPOSED RATES OF MACHINISTS, MACHINEMEN AND APPRENTICES.

(Lines in Canada.)

Occupation.	Shop and Round Houses.	Present.		Proposed	
		Minimum.	Maximum.	Minimum.	Maximum.
	Shops:				
Machinists	*Montreal	.13	.25	.17	.26
"	Ottawa	.17	.25	.13	.26
"	Toronto	.18	.25	.19	.27
"	Stratford	.16	.27	.20	.28
	Round Houses:				
"	Eastern 2 to 7th dists	.10	.25	.12	.27
"	*Ottawa 30 to 32nd dists	.17	.25	.19	.26
"	*Northern 8 to 14th dists	.15	.25	.16	.25
"	Middle 15, 16, 20 to 24th dists	.16	.23	.16	.25
"	Middle & Southern 17 to 19th dists.	.18	.24	.20	.25
	Shops:				
Machinemen	*Montreal	.11	.19	.12	.20
"	Toronto	...	.16	...	.17
"	Stratford	.15	.16	.16	.17

		Present.	Proposed.
Apprentices	1st year	.05	.06
"	2nd year	.06	.10
"	3rd year	.07	.12
"	4th year	.08	.15
"	5th year	.12.5	.17

* Proposed rates for Machinists and Machinemen not yet put into effect at Montreal, Turcot and Ottawa.

Letters from Chairman of Board.

The following letter was received subsequently by the Minister of Labour from Prof. Shortt, discussing the proceedings of the Board and commenting informally on the outcome of the same, viz.:—

KINGSTON, ONT., May 21, 1907.

HON. RODOLPHE LEMIEUX,
Minister of Labour, Ottawa.

Dear Sir:—

Having sent in my formal report on the settlement of the dispute between the G. T. R., and its machinists, I thought you might be interested in a moderate amount of informal information as to the nature of the case and the working of the new law with which your name is naturally so closely connected. The matter in dispute covered almost every typical feature of the labour problem, such as rates of wages, hours of employment including night and day work, overtime both as to hours and pay, classification of the men, the number and status of apprentices, the promotion of helpers, improvers, etc., the reinstatement of men on strike or lockout, some of them for over two years, and the general recognition of the unions. The interest manifested by the G. T. R., was sufficiently evidenced by the fact that Mr. Hays, Mr. Fitzhugh and Mr. Robb attended throughout the entire sittings of the Board, being specially interested, as Mr. Hays said at the close of the case, in the working of the new law. The men were also well represented from the ranks, the officers of the Union and by counsel.

After opening up the case in a general manner it was thought that if representatives of both sides could get together by themselves, many minor matters, in so large a field, might be disposed of and facilitate proceedings before the whole Board. I considered this the more likely as the officials of the Railway, in making reply to the application for a Board, declared that the dispute might have been settled if the men had not been so impatient. However, after half a day's conference it was found that no progress had been made, hence every point at issue had to be taken up by the Board.

I appear to have been fortunate enough to secure the confidence of both parties to the dispute, and my colleagues, though nominated by the opposite interests, exhibited a spirit of perfect fairness in every respect. Throughout the proceedings no attempt was made to settle differences on the easy but demoralizing principle of "splitting the difference," but every attention was given to deciding every matter on its merits. This appeared to greatly develop mutual confidence and matters became easier the further we advanced, until it was evident that a final settlement was merely a question of patiently covering the whole field. The admirable tact and evident fairness of Mr. Hays, on the side of the Grand Trunk, and the fine spirit shown by Mr. Lee, counsel for the machinists, were conspicuous in propagating mutual confidence and bringing their respective forces into a spirit of accommodation. By Saturday evening practically everything had been disposed of but the readjustment of the minimum rates of wages. After considerable discussion, chiefly as to how the advances proposed by the Grand Trunk Railway would apply to individuals, the men, on the advice of Messrs. O'Donoghue and Lee, agreed to accept the offers of the Railway and everything was settled. Mutual concessions were then in order, and it seemed difficult to determine which party was the better satisfied with the character of the proceedings and the efficiency of the new law, which all recognized to have been on trial, and which all parties admitted to have proved entirely successful. An important and complex labour dispute, involving feuds of more than two years standing and not improving with age, had been settled to the satisfaction of both parties, without the loss of a day's work to the men, or a dollar to the Company, and above all, without disturbance to the public service.

Thus was every object of the Lemieux Act secured.

Yours very sincerely,

ADAM SHORTT.

The Minister's Reply.

OTTAWA, May 22, 1907.

My dear Professor Shortt:—

I have to acknowledge your communication of May 20th, enclosing a copy of the formal report and award of the Board of Conciliation and Investigation established under the Industrial Disputes Investigation Act, 1907, in connection with the above-named dispute, and enclosing copies and originals of various documents referred to in the report and annexed to the same. I note you have enumerated also the various sessions of the Board and that all the members of the Board were present at each regular session of the same, and further, that the accounts in connection with the Board will be forwarded with vouchers in due course.

I have received also your second letter of May 21st, commenting upon the working of the Board and outlining your method of procedure and the attitude of the respective parties to the dispute.

I have carefully followed the proceedings of the Board, and have read the agreement arrived at with particular interest. It is the first real test of the working of the Industrial Disputes Investigation Act, 1907, and I think it affords an excellent illustration of what may be accomplished by it in the settlement of industrial disputes when the parties to the dispute are disposed to be reasonable and moderate in their respective attitudes.

The application for the appointment of a Board in this dispute was received on April 20th. Your own report accompanying the agreement arrived at bears date of May 20th, so that exactly one month had passed from the inception of the Board to the termination of its labours. This, I think, is the best possible evidence of the zeal, tact, and skill with which the proceedings in connection with the Board were conducted, and I have to congratulate you most sincerely on the excellent results achieved within so short a time. The fact that the award was accepted by both parties, and made binding for a period of one year, will be a further example of the efficacy of the Act when rightly used. The whole conduct of the Board together with its finding, and the unqualified acceptance of the same by both parties will, I am convinced, mark a distinct advance in the settlement of industrial disputes in this country and will be an illuminating example of procedure in all applications of the Act. I am aware that no small portion of the success achieved in this matter is due to your own chairmanship of the Board, and I congratulate myself on having been able to secure your services for the same, and again thank you for your ready acceptance of this difficult duty.

Believe me, my dear Professor Shortt,

Yours very sincerely,

RODOLPHE LEMIEUX,
Minister of Labour.

Professor Adam Shortt,
Chairman of the Board of Conciliation and Investigation in the matter of the Grand Trunk Railway Company and certain machinists in the employment of the Company, Queen's University, Kingston, Ont.

III. ACT INVOKED BY COAL MINERS AT SPRINGHILL, N.S.

ON May 8, the Minister of Labour received an application for the appointment of a Board of Conciliation and Investigation from Pioneer Lodge No. 1, Provincial Workmen's Association, representing the employees of the Cumberland Railway and Coal Company, Limited. The application set forth that two disputes existed between the said workmen and their employer, and that the number of persons likely to be affected was seventeen hundred, and nominated Mr. R. B. Murray, of Springhill, N. S., as a member of the Board.

Contention of the Parties.

The subjects of dispute were declared to be as follows:—

1st. Three sets of men, a set comprising two men, each set working on opposite shifts to the other, were ordered

to make a crossing through an abandoned and fallen in counter level, which work is generally classed in mining as "dead work." Such class of work may be contracted for by an agreement of employer and employee. In this case of No. 14 chute in No. 3 mine, there was no contract made, but the men were ordered by the Underground Manager to "go on with the work and do the best they could, the place had to be crossed and they might as well do it as any one." The men understood that they were to continue and finish this piece of work for not less than at the usual rate of wage, viz:—$2.00 per day, plus 22 per cent. The work was very difficult, exceedingly dangerous and entailed an unusual amount of unusual labour, and took the three sets of men ten days to make the crossing. The men were paid for such at the rate of $1.01 ½c. per day, plus 22 per cent., whereas the claim is now made in their behalf for the minimum rate of $2.00 per day, plus 22 per cent.

2nd. The nature and cause of the second dispute pending between the said parties, is the matter of the question of "local stone." In former years it has been the custom in this colliery, to pay the workmen for all stone occurring in coal in pillar work in thicknesses of four inches and upwards. This "local stone" is now appearing in pillars on the 2600 level of No. 3 mine, and where the same is of a thickness of four inches and over, the claim is made and has been made on behalf of the workmen, for payment or allowance for such stone where it exists in pillar work in thicknesses of four inches and over.

On May 12, the Department of Labour received the statement of the Cumberland Railway and Coal Company in reply to the statement set forth in connection with the application. The Company took exception generally to the statement of the men relating to the disputes, and submitted that in view of the "large increases recently granted," the men ought not to be granted any increase. Schedules of wages paid now and formerly were submitted in some detail, and it alleged that the men had been advised that " the company for the last fifteen months had carried on its operations at a very heavy loss," and that the company was prepared to establish this before the Board. Mr. Peter S. Archibald, of Moncton, N. B., was named by the company for membership on the Board.

Proceedings before Board.

The Minister of Labour duly appointed Messrs. R. B. Murray and P. S. Archibald to the Board, and these two gentlemen agreed in nominating the Honourable Mr. Justice Graham, of the Supreme Court of Nova Scotia, for third member and chairman of the Board. Mr. Justice Graham accepted the nomination, and was duly appointed by the Minister of Labour.. The Board met on May 23, at Springhill, N. S., and proceeded with the investigation of the disputes. Several representatives of the employing Company were in attendance, including the general manager, Mr.J. K. Cowans, and the solicitor for the company Mr. Hector McInnes. In the men's interests were present several representatives of Pioneer Lodge No. 1, P. W. A., and Grand Secretary Moffatt, Grand Sub-secretary Moss and Grand Past Master D. Blue, of the P. W. A. Evidence was presented in behalf of the claims of the men. As an objection was raised to the presence of lawyers, counsel was not heard on either side. The Board sat again at Springhill on May 24. On request of a representative of Pioneer Lodge, P. W. A., the representatives of the Company in the dispute were designated, D.. Stewart, assistant general manager; Mr. Hargraves, mine manager, and W. D. Matthews, assistant mine manager, being chosen. Evidence was presented by both sides during the day, and the Board adjourned to meet on May 29, at Truro, N. S. When the Board convened at Truro, no further evidence was presented, but the members consulted together with a view to preparing a decision. The Board found itself, however, unable to arrive at a conclusion on certain points in the dispute without a further session of the Board and the hearing of additional evidence, and this was fixed for June 27. No official report on the proceedings has in the meanwhile reached the Department, but press reports state that the Board found in favour of the men with regard to the first subject of dispute, that relating to the working of seams, and were of differing opinions with regard to the second point, that, namely, relating to local stone.

Interpretation of Clause in Act.

During the progress of the investigation, an appeal was made to the Minister of Labour to interpret a section of the Act that bore on the second point in the dispute, and the following telegrams were exchanged, viz.:—

SPRINGHILL MINES, May 25.

HON. RODOLPHE LEMIEUX,
Minister of Labour, Ottawa, Ont.

Re application for investigation between Pionee Lodge and Cumberland Railway and Coal Company

Lodge wishes an interpretation of section 21 of Act. Some of the Board maintain that only six men are affected by case that is the counter level case, therefore, Board has no jurisdiction. Lodge claims that application having been brought by a Trade Union under the Act, in default of a reference of the case seventeen hundred men would be affected, therefore, section does not apply. An early reply respectfully asked.

WILLIAM WATKINS,
Secy. Pioneer Lodge No. 1 P. W. A."

The Minister replied in the following terms:—

OTTAWA, May 27, 1907.

WILLIAM WATKINS,
Secretary, Pioneer Lodge No. 1, P. W. A.,
Springfield Mines, N. S.

My understanding of the intention of section 21 of Industrial Disputes Investigation Act is that if the number of employees directly or indirectly affected by a dispute is ten or more, the dispute may be referred to a Board, though the persons whom it may directly relate are fewer in number than ten. If the failure to effect a settlement in regard to a matter affecting directly only six men is likely to result in ten or more being either immediately or subsequently affected, the reference of such a dispute would, in my opinion, come very properly within the provisions of the Act.

(Signed) RODOLPHE LEMIEUX,
Minister of Labour.

IV.—DISPUTE OF MONTREAL LONGSHOREMEN WITH SHIP OWNERS OF THE PORT.

ONE of the most important labour disputes of the month of May was that between the Shipping Federation of Canada, the Canadian Pacific Railway and Steamship Company and the longshoremen of Montreal. The dispute concerned about 1,600 men, and consisted of a demand by the men for an increase of wages of 5 cents per hour.

The first intimation of the dispute received by the Department of Labour was contained in the following telegram addressed to the Minister of Labour and received on the evening of May 14th:—

"We have to advise that the longshoremen of Montreal went out on strike 7 p. m. last night, without giving the notice required by law, and we have to advise that we are mailing an application for the appointment of the Board of Arbitration signed by each Shipping Company of this Federation. Kindly take such steps as may be necessary in the matter. Meantime, please forward application form as prescribed in section 15, clause 1, of the Industrial Disputes Investigation Act.

(Signed) THOS. ROBB,
Secretary, The Shipping Federation of Canada."

Later in the evening, a second telegram was received, correcting a phrase in the above dispatch as follows:—

"Referring our telegram of this date, words 'Board of Arbitration' should read 'Board of Conciliation and Investigation.'

The Shipping Federation of Canada,
THOMAS ROBB, *Secretary.*"

The Acting Registrar of Boards of Conciliation and Investigation telegraphed acknowledgements of these telegrams on behalf of the Minister of Labour, and mailed on the evening of May 14 copies of the form of application for a Board, together with a letter confirming telegrams received and enclosing a number of copies of the Industrial Disputes Investigation Act, 1907, with the suggestion that the same should be distributed among the longshoremen affected by the dispute, in case they should not already be in possession of copies.

Particulars of Dispute.

The application of the Shipping Federation of Canada was received at the office of the Minister of Labour on the morning of May 15th. The application indicated that the following steamship lines were the employers in the dispute: namely: Allan Line, Donaldson Line, Thomson Line, Lord Line, Dominion Line, Leyland Line, Hamburg American Line, Manchester Liners, South African Line, Mexican Line, Black Diamond Line, Head Line, Holme Line, Nova Scotia Steel & Coal Co., and Quebec Steamship Company, the other party to the dispute being named as the Longshoremen of the Port of Montreal. The application stated that on Monday, the 13th inst., at 11 30 a. m., the following letter had been presented to the Federation, and an answer required by 6 p. m., namely:—

"MONTREAL, May 13th, 1907.

Gentlemen:—

As we are appointed to interview the Shipping Companies to ask for an increase of wages of five cents an hour for day and night, and representing a body of the Longshoremen of the Port of Montreal. We beg to submit to you that it is on the increase of life that we make that demand.

We are willing to sign a contract for this season to guarantee no trouble in the fall, at the following rates:—

Outside of this demand, we will not be responsible for the action of the men.

Hoping that you will take this demand in consideration. We are authorized to ask an answer before 6 o'clock to-night.

We are,

Yours truly,

MEMBERS OF THE EXECUTIVE BOARD
201 Commissioner St.,

Bell Tel. Main 1332.

The application stated that the parties presenting the letter in question were advised that they were acting in contravention to a written agreement then in force between the steamship lines and the longshoremen, and it has been suggested that the longshoremen should carefully consider their position and refrain from acting hastily. The application further stated that "this advice was not, however, taken, and a strike was inaugurated about 7 p. m., May 13, since which time a very large number of longshoremen have ceased to work, and certain of them have interfered with and intimidated other men of the same class who were willing to work." It was stated that about 1,500 longshoremen and the transport and industrial interests of the country were affected by the dispute. The application was accompanied by the statutory declarations required under the Act. A copy of the agreement between the shipping companies and the longshoremen referred to in the application was filed with the application as appendix "B." The said agreement set forth the terms on which the longshoremen would continue at work, from the date of the agreement, namely, May 11, 1903, and stipulated that the agreement should remain in force until one month's notice in writing by either party had been given to the other of a desire to alter or amend or abrogate the same, but this notice should not be given between the months of February and December in each year. The rate of wages named in the agreement was 25 cents per hour for day work and 30 cents per hour for night work, and the demand now made by the men involved an increase of five cents an hour in each class of work.

The Department received telegrams during the 15th instant from the secretary of the Shipping Federation, stating that copies of the application had been served on the president and secretary of the International Longshoremen's Union, and also on ten of the employees who had ceased work.

Action taken by the Department.

A telegram was despatched by the Acting-Registrar to each of the parties thus indicated announcing the intention of the Minister to establish a Board in response to the application received, and urging that the men should nominate a member for the Board without delay, and should in the meantime use their influence to induce the men to return to work immediately. The acting-registrar addressed a letter to each of the same parties confirming the telegram, and enclosing a copy of the Industrial Disputes Investigation Act. The letter of the acting-registrar closed with the following remarks, viz.:—

"The Minister desires me to say that he realizes that the newness of the Act has probably prevented the longshoremen of Montreal becoming acquainted with its features and feels assured that had it been otherwise, there would not have been a cessation of work, such as has occurred, before an investigation had taken place.

"As stated in the telegram sent under to-day's date, the Minister directs me to urge that you should use your best influence in securing the immediate return of the men to work, pending an investigation before the Board, as required under the Act, and further to assure you that the utmost possible expedition will be used in the appointment of a Board for the purpose of investigation."

With a view to assisting in the procurement of a settlement of the dispute, the Minister of Labour also decided to dispatch to Montreal the Secretary of the Department, Mr. F. A. Acland, who, owing to the absence of the Deputy Minister of Labour in connection with the western mining troubles, was at the time acting Deputy Minister of the Department. Mr. Acland's instructions were to explain to the longshoremen the provisions of the Industrial Disputes Investigations Act, 1907, and to endeavour to persuade the men to conform to the requirements of the Act and to resume work pending the investigation before the Board to be established, and generally to do all in his power to effect conciliation between the disputing parties.

Officer of the Department at Montreal.

Mr. Acland reached Montreal on the morning of May 16, and immediately

placed himself in communication with the Shipping Federation and the committee representing the men, the chairman of the latter body Mr. John Ryan, president of the local Union of International Longshoremen and Marine Transport Workers of America. After a conference with the respective disputants, it was manifest to the representative of the Department that the new law had been but imperfectly understood by the men, and that having stopped work in ignorance of its provisions, it was going to be extremely difficult, in view of the existing crisis, to induce the men to return to work immediately and await a settlement of their grievances by a Board established under the provisions of the Act. Under the circumstances, and the loss to the Port of Montreal during each day the men refrained from working, being a most serious one, Mr. Acland decided it prudent to endeavour to effect a basis of immediate conciliation. He first arranged a meeting between the committee of the men and the Shipping Federation. The meeting was held at 2 p. m., on May 16, at the office of the Federation, Mr. Acland being present. Mr. W. D. McNicoll, 1st vice-president of the C. P. Ry. and Steamship Co., was also present, acting in the interests of his company

Two propositions were made by the Federation as a result of the conference, the first conceding, as an alternative to arbitration, an immediate increase of 2½ cents per hour, on condition that the men return to work immediately; the second conceding the immediate increase of 2½ cents per hour and offering to submit to arbitration the remainder of the claim of the men. Mr. Acland was invited by the men to address the meetings at which the respective propositions were considered, and on each occasion explained the provisions of the Industrial Disputes Investigation Act, 1907, and the bearing of the Act on the existing dispute. Mr. A. Verville, M. P., Mr. Joseph Ainey, Mr. George Washington Stephens, M. P. P., chairman of the Board of Harbour Commissioners of Montreal, also addressed different meetings of the men and endeavoured to promote a settlement of the difficulty. Mr. Acland succeeded eventually in convincing the committee representing the men of the advantages of following the line of action laid down by the Act, but the committee represented that while themselves realising this, they could not undertake to convert the body of the men to this view all at once.

Application from Federation Withdrawn.

In the meantime on Saturday, May 18, the Shipping Federation of Canada cancelled all propositions to the men and telegraphed the Minister of Labour withdrawing the application for a Board, explaining subsequently in a letter dated May 22 their reasons for so doing. The reasons are stated concisely in the following extract from the letter in question, viz.:—

"In view of the situation and more especially owing to the longshoremen not having returned to work, and being still on strike notwithstanding the provisions of the Industrial Disputes Investigation Act, 1907 (the men still declaring they were not on strike), and also owing to the two offers of the Shipping Federation and the Canadian Pacific Railway Company, above mentioned, having been refused by the longshoremen, and further, owing to it having become necessary to employ other men and to enter into arrangements to engage other men, it was decided to telegraph you and to the Registrar, desisting from the application for a Board of Conciliation and Investigation, and to write to you and to the Registrar confirming the telegrams, which was carried out."

Advances from the Men.

On Sunday, May 19, as the outcome of a meeting of the local branch of the International Union, the following letter was addressed to Mr. Acland, viz.:

MONTREAL, May 19, 1907.

Sir:—

On behalf of Local 373 of the International Longshoremen Marine and Transport Workers of America, we, the undersigned, authorize you to inform the Shipping Federation of Canada, and the Canadian Pacific Railway, that the said longshoremen, having had time to fully consider the offer of May 17th, 1907, of the Shipping Federation, of an increase of 2½ cents per hour worked, by day and by night, and the submission of the claim of a further increase of 2½ cents per hour to arbitration on the lines proposed, are now willing to accept the same if the Shipping Federation and the Canadian Pacific Railway Company are still disposed to concede these terms

The longshoremen agree to return to work on the terms on Monday, May 20, at 1 p. m., provided no discrimination is shown against those who have ceased work.

Yours,

(Signed) JOHN RYAN, *Chairman of Committee.*
WILLIAM MANSFIELD, *One of the Committee Members.*"

A meeting of the Shipping Federation was held at the Windsor Hotel to consider the letter, and Mr. Acland was informed that the Shipping Federation had not made its offer to the members of the Union and could not take action on a communication signed on behalf of the Union.

On Monday and Tuesday, May 20 and 21, the disposition of the men towards procedure under the Act increased, and Mr. Acland was informed by representatives of the men on Tuesday afternoon that the men had decided to return to work at once, and, in view of the withdrawal by the Shipping Federation of its application for the appointment of a Board, that they would themselves make application for the establishment of such a Board to determine the dispute between themselves and the shipowners. The Federation in the meantime had issued a new schedule of wages, offering an increase of 2½ cents per hour to all comers, and the men in returning to work were able to avail themselves of this increase in wages. The men accordingly returned to work on Tuesday evening, May 21, so far as employment could be found for them, and there has been no report of difficulty from that date.

Longshoremen Apply for Board.

The application for a Board of Conciliation and Investigation, made in behalf of the longshoremen of Montreal, in accordance with the decision of the men, as stated was received at the Department on Saturday, May 25, being signed by Messrs. John Ryan and William Mansfield, president of and secretary respectively of the International Longshoremen and Marine Transport Workers of America, Local 373, the party to the dispute on the other side being declared to include the following companies: Allan Line, Donaldson Line, Thomson Line, Lord Line, Dominion Line, Leyland Line, Manchester Liners, Hamburg American Line, South African Line, Mexican Line, Black Diamond Line, Head Line, Holme Line, Nova Scotia Steel and Coal Co., Quebec Steamship Co., and F. A. Routh & Co., also the Canadian Pacific Railway and Steamship Company.

The subject of the dispute was indicated as a claim for an increase in wages from 25c. to 30c. per hour for day work, and from 30c to 35c. per hour for night work. It was further declared that in February last the applicants had notified their employers that they would ask an increase in wages for the present season of navigation, and that the International Longshoremen and Marine Transport Workers, 373, represented about 1,200 men out of the total of 1,600 longshoremen employed in Montreal. Mr. Joseph Ainey was recommended for membership on the Board of Conciliation and Investigation applied for.

The Registrar of Boards of Conciliation and Investigation acknowledged the application and stated the intention of the Minister to establish a Board in compliance with the application. The constitution of the Board was proceeded with immediately, but was not completed at the end of the month. *

* Subsequent to the close of the month the Board was constituted by the appointment of Messrs. Joseph Ainey and G. W. Stephens, M.P.P., on the nomination respectively of the employees and employers, and these two gentlemen having agreed on the nomination of His Grace Archbishop Bruchesi as third member and chairman. His Grace was duly appointed to the chairmanship of the Board, which on June 10, proceeded with the investigation of the dispute.

V.—SETTLEMENT OF DISPUTES AT LETHBRIDGE BETWEEN MINERS IN EMPLOY OF ALBERTA RAILWAY AND IRRIGATION COMPANY AND THEIR EMPLOYERS.

THE Department received during May an application on behalf of the employees of the Alberta Railway & Irrigation Company, being miners, for the establishment of a Board of Conciliation and Investigation for the settlement of a dispute with the employing company. The nature of the dispute was declared to be the refusal of the said Company to concede certain demands relating to wages and conditions of work as set forth in an attached schedule, and the number of persons affected by the dispute was declared to be the applicant miners to the number of about four hundred, as well as the population of the two provinces

of Alberta and Saskatchewan. The schedule of demands set forth the general provisions and scales of contract prices and day wages to govern in the mines of the Alberta Railway and Irrigation Company for a period commencing June 1, 1907, and terminating March 31, 1909. The schedule proposed a plan for the regulation of the settlement of disputes during the life of the agreement, demanded the full recognition of the United Mine Workers of America organization, the "check-off" system, the concession of eight hours from bank to bank, named the rates to be paid for various classes of labour, and outlined other conditions under which work was to be carried on. The schedule also set forth that the employing company had refused to negotiate with a committee of the employees on the ground that it would not negotiate with or treat with any officials of the Union; and that the manager of the Company had by letter refused to grant the applicants full recognition as members of the Union of United Mine Workers of America, and to meet the officers thereof with the object of negotiating an agreement. The application further set forth that the applicants were members of the organization known as the United Mine Workers of America and composed local Union 574 thereof, being within the jurisdiction of District No. 18 of said organization. The application was signed by John R. Galvin and John A. Macdonald. Mr. F. H. Sherman, miner, of Fernie, was nominated by the applicants for membership on the Board applied for.

The Minister of Labour decided to establish a Board of Conciliation and Investigation and so notified both parties to the dispute. The following telegraphic correspondence will indicate the position taken by the respective parties, and the attitude of the Government in the matter.

TELEGRAM.

OTTAWA, May 27, 1907.

JOHN R. GALVIN,
Lethbridge, Alta.

Application for appointment of Board of Conciliation and Investigation in respect of dispute between employees, Alberta Railway and Irrigation Company an , said Company received to-day. Minister of Labour has decided to appoint Board which will be established as speedily as possible.

W. L. MACKENZIE KING,
Deputy Minister of Labour and Registrar of Boards of Conciliation and Investigation.

TELEGRAM.

OTTAWA, May 27, 1907.

General Manager,
ALBERTA RAILWAY AND IRRIGATION CO.,
Lethbridge, Alta.

The Minister of Labour has received an application for the appointment of a Board of Conciliation and Investigation to which may be referred dispute between your Company and its employees. The Minister has decided to appoint a Board and has directed me to request your Company to recommend the name of a person who is willing and ready to act as a member of such Board. The recommendation must, in accordance with provisions of Act, be made within five days.

W. L. MACKENZIE KING,
Deputy Minister of Labour and Registrar for Boards of Conciliation and Investigation.

Protest Against Establishment of Board.

WINNIPEG, MAN., May 30, 1907

HON, MINISTER OF LABOUR,
Ottawa, Ont., Can.

Referring to proposed appointment of Board under Labour Industrial Disputes Act, the Alberta Railway and Irrigation Co. beg to respectfully protest against the formation of a Board, no matter being in dispute between the Company and its employees and the question of recognition of Union clearly not being intended by provisions of Act to be subject to consideration by such a Board and no complaint claimed as to any discrimination or preference of employment under terms of Act. Many of our employees are not members of Union, and all employees are on an absolute equality under provision of arrangement of November last which made express provisions for this subject and for no discrimination by either Company or employees, by reason of any employee or employees being or not being a member of such organization. We regret you have acted upon application made, and before hearing our side of the question, and respectfully repeat our objection to selecting Mr. Sherman as being interested party, and also because no matter has arisen which falls within the spirit or letter of the Act. We would request that matter be reconsidered and proposed appointment of Board declined. The Company is now willing, and always has been willing to meet a committee of its employees and discuss with them with a view of coming to an amicable arrangement, any grievance claimed to exist as to the terms of employment. Such being the case, I cannot see how a Board can be appointed until our employees present and discuss their alleged grievances with the Company.

A. M. NANTON,
Managing Director.

The Minister Replies.

OTTAWA, May 31, 1907.

A. M. NANTON,
Managing Director Alberta Railway & Irrigation Co.,
Winnipeg, Man.

Your telegram protesting against appointment Board of Conciliation and Investigation to enquire into dispute between your Company and employees at Lethbridge

received. You allege that no matter is in dispute. The application received on behalf of employees asserts the contrary, and sets forth a number of matters, including wages, hours and other conditions of employment as being matters in regard to which there is a dispute. From your telegram and the application received, it is quite evident that there is a difference of opinion between the parties as to whether a dispute exists or not, and this of itself, in view of past experience, constitutes, to my mind, a sufficient reason for the immediate appointment of a Board before which the parties may make their representations and by whose good offices an understanding may be reached and the public enlightened as to all the facts of the situation. The applicants have accompanied their application with a statutory declaration setting forth that failing an adjustment of the dispute between your Company and its employees, or a reference thereof to a Board of Conciliation and Investigation a strike will be declared and that the necessary authority to declare such strike has been obtained. Under these circumstances the public, I am sure, will look for the immediate establishment of a Board before which differences may be adjusted and a strike averted, and the Government, I hope may rely upon your Company facilitating the establishment of a Board and rendering every assistance in the prosecution of its enquiry.

RODOLPHE LEMIEUX,
Minister of Labour.

Company Still Object to Board.

WINNIPEG, MAN., May 31, 1907.

HON. RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa, Ont., Can.

Your telegram received. Course proposed to be taken will, in our opinion, defeat object which act had in view. I am advised that Act was never intended to apply to mere question of recognition of Union. Satisfied you should direct that all claims now made relating to work, wages or privileges of employees should first be presented to Company by a committee of its employees, and I guarantee consideration of same by Company. Appointment of Board of Arbitrators now would prevent Company from opportunity of amicably discussing and arranging terms with its employers and non-union. Company desirous of amicable relations with its employees and think grave injustice will be done, if Company is prevented by intervention of Board from opportunity of discussing and arranging same.

A. M. NANTON,
Managing Director.

Appointment of Board will not Hinder Agreement.

OTTAWA, June 1, 1907.

A. M. NANTON,
Managing Director, Alberta Railway and Irrigation Co.,
Winnipeg, Man., Can.

Industrial Disputes Investigation Act gives me no authority to direct procedure as outlined in your wire just received, nor does appointment of Board in any way prevent your Company from amicably discussing and arranging terms with its employees. If agreement can be reached between parties themselves before Board meets, as in case of recent disputes between members of Western Coal Operators' Association and employees in Southern British Columbia and Alberta, Board will not be called upon to Act. Until government informed by your Company and its employees, that matters in dispute have been adjusted, Board must be constituted and proceed in accordance with provisions of Act.

RODOLPHE LEMIEUX,
Minister of Labour.

An Agreement Reached.

The Minister of Labour was proceeding with the establishment of the Board, to which Mr. Sherman had been appointed a member, when the following telegram was received from Mr. Sherman:

"Satisfactory agreement signed to-day with Alberta Railway and Irrigation Company. No need of Board now, thanks to Industrial Disputes Investigation Act. Congratulations.

F. H. SHERMAN."

Under the circumstances, the establishment of the Board was not proceeded with, the object of the Act having been attained. It is evident, however, from the telegram received from Mr. Sherman that the prompt settlement of the dispute without the least disturbance of the industry involved, is due wholly to the influence of the Industrial Disputes Investigation Act 1907, inducing the parties to come together and adjust outstanding differences.

VI.—REFERENCE OF DISPUTES BETWEEN LONGSHOREMEN AND STEAMSHIP COMPANIES AT HALIFAX, N.S.

On May 31, the Department of Labour received an application on behalf of certain steamship companies doing business at the port of Halifax, N. S., for the appointment of a Board of Conciliation and Investigation with reference to a dispute between the longshoremen in their employ and themselves. The steamship companies named in the application were the Furness Withy & Co., Pickford & Black, A. G. Jones & Co., H. L. Chipman and S. Cunard & Co. The subject of dispute was stated to be the rate of wages paid the men; the latter demanding 25 cents per hour per day and 30 cents per hour per night, an increase of five cents per hour in each case over the rates hitherto paid. The number of

employees affected by the dispute was placed at 500. Mr. James Hall was named as member of the Board.

Intervention by Department.

On May 23, press reports stated that the longshoremen of Halifax were threatening to strike on account of a dispute with the steamship companies as to wages. The Minister of Labour, believing that the longshoremen had not been informed of the provisions of the Industrial Disputes Investigation Act, dispatched to Halifax Mr. Victor DuBreuil, an officer of the Department, with instructions to confer at once with the leaders of the men and explain to them the scope and object of the legislation recently enacted, and its bearing upon the threatened dispute. Mr. DuBrueil arrived in Halifax on the evening of May 25, and put himself immediately in communication with the men. The latter had not been, up to this time, acquainted with the features of the Industrial Disputes Investigation Act, 1907, the leaders explaining that they were entirely ignorant of its existence or provisions. Mr. DuBreuil appeared before a meeting of the men on Sunday, May 26, explained the provisions of the Act, and urged that the men should apply for a Board. The men, however, contended that they had already decided to strike pending compliance by the shipowners with their demands, and would cease work on midnight of May 26.

Mr. DuBreuil continued to exercise the good offices of the Department and to mediate between the parties by consent of both with a view to effecting a settlement. On May 28, the steamship companies decided to apply to the Minister of Labour for the appointment of a Board of Conciliation and Investigation, and forwarded the application as stated above.

Mr. DuBreuil arranged a conference of the employers and the committee representing the men on May 29, at which both parties to the dispute announced that had they known the general character of "The Industrial Disputes Investigation Act, 1907," before the dispute began, the strike would have been averted, as the men had gone out without a knowledge of the law under the existing conditions. However, the leaders said it would be next to impossible to have them understand the importance of submitting their grievances to a Board. At the end of May the men were still out, and the establishment of the Board of Conciliation and Investigation was in progress. (*)

* On June 4, Mr. DuBreuil succeeded in effecting an agreement for a year between the two parties to the dispute, and the men returned to work. The establishment of the Board of Conciliation and Investigation was not further proceeded with, the object of the Act having been attained.

VII.—PROSECUTIONS UNDER THE ACT AND SETTLEMENT OF STRIKE IN COPPER CLIFF MINES, MARBLE BAY, TEXADA ISLAND, B.C.

DURING the month of May informations were laid against certain miners in the employ of the Texada Steel Company, at the company's copper mines at Marble Bay, Texada Island, for violations of the Industrial Disputes Investigation Act, it being alleged that the defendants had gone on strike prior to a reference of their dispute to a Board of Conciliation and Investigation under the provisions of the Act. Proceedings were taken before Mr. H. C. Alexander, magistrate, on the 30th of the month, both the Company and the men being represented by counsel. The facts elicited before the magistrate during the course of the hearing clearly showed that there had been ignorance of the provisions of the Act, and misunderstanding between the parties, and the case was adjourned to give opportunity of a settlement. With the assistance of the magistrate and counsel, this was effected, the prosecution dropped and the strike declared at an end.

Official Statement of Settlement.

The following statement of the settlement of the strike has been jointly prepared by Mr. C. B. McNeill, K. C., and Mr. J. Edward Bird, barrister, solicitors

for the Company and miners respectively, as an impartial statement of the results. The statement has been furnished to the Department by Mr. Bird:

"The cases under the Industrial Disputes Act 1907, being the first prosecutions taken under the penal provisions of the Act, were commenced before Mr. H. C. Alexander, yesterday, 30th May, at 10 a. m. Mr. C. B. McNeill, K. C., appeared for the complainants, The Texada Steel Company, the owners of the copper mines at Marble Bay, and Mr. J. Edward Bird appeared for the miners, who were all members of Texada Lodge No. 113 of the Western Federation of Miners."

"The cases were all framed under section 56 of the Act, which in effect forbids men going on strike or employers causing a lockout until after the dispute shall have been referred to a Board of Conciliation under the other provisions of the Act."

"Proceedings were opened and the whole morning taken by Mr. McNeill in presenting the evidence in the first case against a miner, DeGreek, who had been in the constant service of the Company for six years."

"The Manager, Mr. Grant, was first called, and a history of the trouble given by him. The Managing Director for Tacoma, Mr. Eastman, was also examined, and in the course of the examination and cross-examination of these two witnesses it developed that there had been considerable misunderstanding between the manager and the miners. Demand for higher wages had been made by the men on the 18th March."

"On the 19th March, a wire was sent from Tacoma from this Company to the Manager, telling him to discontinue shipments temporarily owing to a strike at the smelter at Tacoma, which would have been unable for a time to handle the output. The men in the stope and those engaged in getting out ore were laid off. The men finding some of their number laid off on the 25th, waited on the Manager by a Committee of their Union, and owing to such misunderstanding, left under the impression that the laying off of the men was an answer to their demand for better terms. Both parties were prepared to admit that the strained relations developed in them considerable heat, and it would appear that in this condition they were unable to see in one another anything of good. The Miners fought the case, advancing several defences, foremost of which was the contention that the Act was intended to apply to public utilities only, within which class copper mining would not come. It was further admitted on all sides that the coming into force of the Act was unknown to either disputants on the date of the strike, or within a fortnight thereafter. The strike occurred on the 25th, whereas the Act was assented to at Ottawa, on the 22nd March."

"The Miners further attempted to show that after the laying off of the men who were let out by the Company on the 25th, there were only seven men interested in the demand for better wages left in the mine, and their defence was proceeding to develop the strength of its position, which was attacked on every point, when a heated discussion ensued, giving to the magistrate a favourable opportunity, for which he had been clearly waiting, and he suggested that as a misunderstanding had been demonstrated, he would adjourn the Court and allow the parties to get together. Both Counsel were willing to assist. An adjournment was taken for half an hour, and then further until 8 p. m."

"A mutual spirit of compromise was manifest, and by 10:30 p. m. the parties had settled. No discrimination on account of the strike is to be made by the Company. The strike is called off, a scale of wages agreed upon for all classes of employees and everyone is happy and contented. Mr. Alexander developed great persistence, ingenuity and tact as a peace maker. Everyone sought to be reasonable, and a settlement ensued."

"The Miners showed no fear of the result of the prosecution, and on the other hand, the prosecution was equally sure of obtaining conviction, but the Act in the possibility it gives of explanation and the clearing up of misunderstandings, in the bringing of the parties together, has shown virtue."

THE MANUFACTURING INDUSTRY IN CANADA—VALUE OF MANUFACTURED PRODUCTS, 1901-06.

AN abstract of an important bulletin relating to the growth of the manufacturing industry in Canada from 1901 to 1906, was issued by the Census and Statistics Branch of the Department of Agriculture, Canada, during May. The return shows the total value of manufactured products in works employing five hands and over, in every town and city of the Dominion having a population of 1,500 in 1901.

By provinces, the total returns are as follows:

TOTAL VALUES OF MANUFACTURED PRODUCTS IN CANADA, BY PROVINCES, FOR WORKS EMPLOYING FIVE PERSONS AND OVER, AS SHOWN BY CENSUSES OF 1901 AND 1906, FOR THE CALENDAR YEARS 1900 AND 1905.

Provinces.	1901	1906
Canada, (not complete)....	481,053,375	712,664,835
British Columbia.....	19,447,778	38,013,515
Manitoba (not complete)	12,927,439	27,609,268
New Brunswick.....	20,972,470	22,133,681
Nova Scotia.....	23,592,513	32,545,939
Ontario (not complete).	241,533,486	365,692,144
Prince Edward Island..	2,326,708	1,851,615
Quebec (not complete)..	158,287,994	217,224,073
The Territories not com.)	1,964,987	7,594,600

It will be seen that there has been an approximate increase of $231,611,460, or 48 per cent in the value of goods manufactured in Canada between 1900 and 1905. In Ontario the increase was $124,158,658 or 49 per cent, and in Quebec $58,287,994, or 30.8 per cent.

The more important manufacturing centres in each of the several provinces, as shown by the return, were as follows:

City.	1901	1906
Sydney.....	$ 631,396	$ 4,058,659
Halifax.....	6,927,552	8,145,016
Charlottetown.....	900,430	760,993
St. John.....	6,712,769	6,918,638
Quebec.....	12,779,546	11,388,045
Montreal.....	71,099,750	99,746,772
Toronto.....	58,415,498	84,689,253
Hamilton.....	17,122,346	24,625,776
Winnipeg.....	8,616,248	18,983,290
Prince Albert.....	123,600	487,547
Calgary.....	599,444	2,303,617
Edmonton.....	243,778	943,526
Vancouver.....	4,990,152	10,067,556
Victoria.....	2,617,573	2,339,276

INDUSTRIAL ACCIDENTS DURING THE MONTH OF MAY, 1907

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the bureaus of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

Industrial accidents occurring to 287 individual workpeople in Canada during the month of May, 1907, were reported to the Department of Labour, Of these 91 were fatal, and 196 resulted in serious injuries. In addition, 3 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before May, 1907. The number of fatal accidents reported in May, 1907, was 3 less than in the previous month and 73 less than in May, 1906.

Of 163 returns received during the month giving the ages of the victims of industrial accidents, 14 referred to persons under twenty-one years of age, 10 to persons between twenty-one and forty-five, 5 to persons over 45, and 134 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:

STATEMENT OF ACCIDENTS DURING MAY, 1907, BY INDUSTRIES AND TRADES.

Trade or Industry	Killed.	Injured.	Totals
Agriculture	10	23	33
Fishing and hunting	1	3	4
Lumbering	13	11	24
Mining	11	11	22
Building trades	6	16	22
Metal trades	9	33	42
Woodworking trades	—	12	12
Clothing trades	—	2	2
Textile trades	—	2	2
Food and tobacco preparation	3	4	7
Railway service	20	30	50
Navigation	7	11	18
General transport	2	10	12
Civic employees	—	4	4
Miscellaneous	7	8	15
Unskilled labour	2	16	18
Total	91	196	287

Nature of Fatalities and Accidents.

The chief disasters of the month were the drowning of three quarantine employees in the St. Lawrence between Montmagny and Grosse Isle, Que., the killing of two miners by falling stone in Caledonia Mine, N. S., and the death of two railway construction employees at Dryden, Ont., by an explosion of dynamite.

Drowning Accident at Montmagny, Que.

On Saturday, May 4th, three quarantine employees left Montmagny wharf in a boat to cross to the quarantine station at Grosse Isle, Que. A severe squall occurred shortly after and their craft capsized, drowning its three occupants.

Fall of Stone at Caledonia Mines, Glace Bay, N.S.

On May 21, while two miners were at work in the west deep at Caledonia Mines, Glace Bay, N. S., a heavy fall of stone occurred, killing both instantly.

Dynamite Explosion near Dryden, Ont.

On May 7, two quarrymen working on the transcontinental Railway line near Dryden, Ont., had loaded a hole with dynamite. A piece of rock preventing the completion of their work, they attempted to remove it when a premature explosion followed killing them both.

Record by Trades and Industries.

Agriculture.—There were 10 fatal and 23 non-fatal accidents during May, 1907, compared with 17 killed and 23 injured in the preceding month, and 11 killed and 18 injured in May, 1906. Three farmers were killed by being struck by trains, 2 by drowning, and 1 each by a runaway, by machinery, by an explosion of dynamite, 1 by being kicked by a horse and 1 being found dead, Of the serious accidents 6 were caused by falls, 4 by live stock, 4 by falling material, 3 by tools, 3 by explosions, 2 by runaways and 1 by a falling tree.

Fishing and hunting.—A fisherman at Canso, N. S., died from the effects of

exposure. With another companion, he was four days adrift in an open dory without food, and succumbed from the consequences. His companion recovered. Two other fishermen were six days and five nights in an open boat, and suffered severly from exposure. In the preceding month there were no accidents, and in May, 1906, there were 4 deaths.

Lumbering. — Thirteen workers met death by accident, and 11 were injured, being 2 deaths and 15 minor accidents less than in April, 1907, and 1 death and 7 accidents less than in May of last year. Four deaths were due to drowning, 4 to machinery, 2 to falling material, 1 to an explosion of dynamite, 1 to being struck by wood projected from a saw and 1 to being killed by a bear. Four of the non-fatal injuries were due to machinery, 3 to falling material, 2 to explosions and 2 to tools.

Mining.—In this industry, 11 workers were killed and 11 injured, compared with 15 killed and 26 injured in the former month and 13 killed and 24 injured in May, 1906. Five of the deaths were caused by falling material, 2 by explosions, 2 by being struck by engines, 1 by being thrown from a hand car and 1 to being caught between ore cars. Of the other accidents, 5 were caused by falling material, 4 by being caught between cars, 1 by being jammed in an elevator and 1 by machinery.

Building.—In this group during May, there were 6 killed and 16 injured; in April last there were 12 injured, and in May, 1906, 6 killed and 19 injured. Five of the deaths were due to falls, and 1 to the victim being decapitated in an elevator. Twelve of the minor accidents were due to falls, 3 to falling material and 1 to being pinned under a house that was being raised.

Metal, engineering and ship building.—Nine workmen in these trades were killed and 32 injured, compared with 1 killed and 41 injured in the previous month and 3 killed and 40 injured in May of last year. Three of the fatal accidents were caused by falls, 2 by electrocution, 1 by being caught between cars, 1 by being struck by a portion of a bursting emery wheel, and 1 by falling material. A blacksmith at Brockville, Ont., dropped dead while shoeing a horse. Of the minor accidents 8 were caused by falls, 8 by falling material, 7 by machinery, 3 by tools, 2 by explosions, 2 by being caught between cars, 1 by an elevator, 1 by being run over by a car and 1 by live stock.

Woodworking and furnishing.—Twelve workmen were injured in May, 1907, against 8 in April last and 9 in May, 1906. Of the injuries, 11 were due to machinery, and 1 to being struck by wood projected from a saw.

Clothing.—There were 2 minor injuries in this branch, against 1 in the previous month and none in May a year ago. One of the injuries was caused by machinery and 1 by a fall.

Textile.—Two injuries due to falling material occurred against 4 minor injuries in April and 7 injuries in May, 1907.

Food and tobacco preparation.—In this group 3 workmen were killed and 4 injured during May, compared with 1 killed and 7 injured in the preceding month and 2 killed and 8 injured in May, 1906. A confectionery worker at St. John, N. B., was killed by his head being crushed in an elevator, a miller at Mount Albion, Ont., by being caught in machinery and a distillery hand at Walkerville, Ont., by being drowned in a whisky vat. Of the lesser accidents, 1 was caused by machinery, 1 by falling material, 1 by being thrown from his vehicle and 1 by an explosion.

Railway service.—In May last, there were 20 railway employees killed by accident and 30 injured, compared with 24 killed and 17 injured in the month of April last, and 25 killed and 25 injured a year ago. Five of the deaths were due to the victims being run over by trains or portions thereof, 4 to being struck by engines, 4 to explosions, 2 each to derailments, falls and being caught between cars and 1 to drowning. Seven of the accidents were due to being caught between cars, 7 to falls, 6 to falling material, 4 to being run over, 2 to being struck by trains, 2 to tools, 1 to a collision and 1 to an explosion.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 43.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF MAY, 1907.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Agriculture—				
Farmer	Woodstock, Ont.	May 7	1	Struck by train at crossing.
"	St. Thomas, Ont.	" 6	1	Struck by train at crossing.
"	Wallaceburg, Ont.	" 6	1	In runaway.
"	Woodstock, Ont.	" 2	1	Found dead.
"	Donegal, Ont.	" 14	1	Drowned in old well.
"	Wallace Tp., Ont.	" 15	1	Run over by a roller.
"	Halowell, Ont.	" 18	1	Explosion of dynamite.
"	Wallace Tp., Ont.	" 20	1	Kicked in abdomen by a horse.
"	Ste. Emelie, Que.	" 15	1	Drowned, fell from brick barge.
Ditcher	St. Mary's, Ont.	" 28	1	Struck by train at crossing.
Fishing & Hunting—				
Fisherman	Canso, N. S.	" 4	1	Died from exposure.
Lumbering—				
River driver	Near Sherbrooke, Que.	" 9	1	Drowned.
"	Notre Dame des Bois, Que.	" 8	1	Drowned.
Saw mill hand	St. Martin, Beauce, Que.	" 3	1	Head caught in cog wheels.
"	Ste. Emelie, Que.	" 17	1	Caught in belting.
"	Moose Park, Que.	" 20	1	Caught in belting.
"	Vancouver, B. C.	" 20	1	Hair caught in machinery.
"	St. Siméon, Que.	" 24	1	Struck by board from saw.
"	Louiseville, Que.	" 30	1	Pile of deals fell on him.
Logger	L'Islet, Que.	" 13	1	Tree fell on him.
"	Rivière à Pierre, Que.	" 22	1	Drowned while log rolling.
"	Montmagny, Que.	" 1	1	Explosion of dynamite.
"	St. Alphonse, Que.	" 26	1	Drowned.
Cook in camp	Etiomami, Man.	" 24	1	Killed by a bear.
Mining—				
Quarryman	Deschambault, Que.	May 1	1	Heavy stone fell on him.
Prospector	Cobalt, Ont.	" 29	1	Struck by yard engine.
Miner	Inverness, N. S.	" 15	1	Thrown from hand car.
"	Glace Bay, N. S.	" 21	2	By falling stone in colliery.
"	Glace Bay, N. S.	" 24	1	By fall of stone.
"	Extension, B. C.	" 18	1	Fall of rock.
"	Michel, B. C.	" 20	1	Struck by runaway car.
"	Kimberley, B. C.	" 1	1	Explosion of powder.
"	Kimberley, B. C.	" 1	1	Explosion of powder.
"	Greenwood, B. C.	" 20	1	Caught between ore cars.
Building trades—				
Carpenter	St. Hyacinthe, Que.	" 7	1	Fell 60 feet from roof.
"	Montreal, Que.	" 15	1	Decapitated in an elevator.
"	Montreal, Que.	" 16	1	Fell from roof of shed, 45 feet.
"	London, Ont.	" 9	1	Fell from roof of barn, 30 feet.
Stone mason	Montreal, Que.	" 10	1	Scaffolding collapsed, fell 25 feet.
Decorator	Montreal, Que.	" 17	1	Fell from ladder fracturing skull.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE SERIES F., No. 43.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF MAY, 1907.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Metal trades—				
Structural iron worker	Montreal, Que.	" 7	1	Fell from girder 18 feet.
Yard foreman	Hamilton, Ont.	" 15	1	Caught between cars while coupling.
Electrical worker	Black Hill, Que.	" 4	1	Electrocuted.
"	Orangeville, Ont.	" 16	1	Fell from pole.
"	Kenora, Ont.	" 31	1	Electrocuted.
"	Buckingham, Que.	" 28	1	Fell 25 feet into excavation.
Machinist	Brantford, Ont.	" 9	1	Struck near heart by piece of bursting emery wheel.
Blacksmith	Brockville, Ont.	" 15	1	Dropped dead while shoeing a horse.
Agricultural implement worker	Peterborough, Ont.	" 27	1	Portion of wall fell on him.
Food and tobacco preparation—				
Confectionery worker	St. John, N. B.	" 1	1	Head caught in elevator.
Miller	Mount Albion, Ont.	" 1	1	Caught in machinery.
Distillery hand	Walkerville, Ont.	" 15	1	Drowned in a whiskey vat.
Railway service—				
Engineer	Portage la Prairie, Man.	" 8	1	Derailment of train.
Fireman	Waterloo, Que.	" 3	1	Fell from engine.
"	Wabakena, Ont.	" 3	1	Boiler exploded.
"	Niagara Falls, Ont.	" 12	1	Derailment of train.
"	Orangeville, Ont.	" 15	1	Thrown from cab of engine.
"	Bancroft, Ont.	" 25	1	Run over by engine.
Brakeman	Barrie, Ont.	" 3	1	Struck by engine.
"	Jackfish Stn., Ont.	" 6	1	Run over by train.
"	Moncton, N. B.	" 11	1	Run over by train.
"	ShawiniganFalls, Que.	" 26	1	While coupling car.
Switch tender	Niagara Falls, Ont.	" 23	1	Run over by engine.
Yardman	Niagara Falls, Ont.	" 15	1	Caught between cars
Locomotive inspector	Schreiber, Ont.	" 6	1	Run over by train.
Construction hand	Dryden, Ont.	" 8	2	Explosion of dynamite.
"	St. Thomas, Ont.	" 25	1	Struck by engine.
"	Winnipeg, Man.	" 20	1	Drowned.
"	Maynooth, Ont.	" 25	1	Explosion of dynamite.
Section man	Strathroy, Ont.	" 24	1	Struck by freight train.
"	Fort William, Ont.	" 26	1	Struck by engine.
Navigation—				
Sailors	Heath Point, Que.	" 13	2	Drowned.
"	Sorel, Que.	" 20	1	Drowned.
"	Sydney, N. S.	" 3	1	Drowned.
"	Louisburg, N. S.	" 17	1	Drowned.
Longshoremen	Montreal, Que.	" 13	1	Fell 40 feet into hold.
"	Montreal, Que.	" 22	1	By falling material.
General transport—				
Teamster	Montreal, Que.	" 8	1	Heavy iron beam fell on him.
Cabman	Hamilton, Ont.	" 31	1	Kicked in head by horse.
Miscellaneous—				
Cement works employee	Lakefield, Ont.	" 6	1	By cave in of clay bank.
Grocer	Quebec, Que.	" 6	1	Fell from express in a runaway.
Foreman of excavation	Les Cèdres, Que.	" 1	1	By cave in of hard pan.
Foreman of excavation	Off Montmagny, Que.	" 4	3	Drowned, boat capsized.
Piano agent	Hagersville, Ont.	" 29	1	Struck by engine at crossing.
Unskilled labour—				
Labourer	London, Ont.	" 21	1	By cave in of earth and stone.
"	Chicoutimi, Que.	" 28	1	Brick fell on head.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN MAY.

Farmer	Tecumseh, Ont.	Apr. 29	1	Struck by lightning.
Carpenter	Moose Jaw, Sask.	" 30	1	Fell from scaffold.
Conductor	Hector, B. C.	" 29	1	Run over by engine.

Navigation.—Seven workmen died from accident, and 11 were injured. In the previous month the record was 5 killed and 4 injured, and in May, 1906, 18 killed and 5 injured. Five of the deaths were caused by drowning, 1 to a fall and 1 to falling material. Of the other accidents, 4 were caused by falls, 4 by falling material, 2 by explosions, and 1 by machinery.

General transport.—Two workmen in this category were killed, and 10 injured in May last, compared with 4 killed and 16 injured in April, and 3 killed and 26 injured in May, 1906. A heavy iron beam fell on a teamster at Montreal, Que., and killed him, and a cabman in Hamilton, Ont., was killed by the kick of a horse. Six workmen were injured by falls, 2 by live stock, 1 by a runaway, and 1 by being struck by a passing object.

Civic employees.—Four of these employees were more or less injured. In the month before 3, and in May, 1906, 7 respectively were injured. The injuries were all due to falls.

Miscellaneous.—Seven were killed and 8 injured in this group, compared with 5 killed and 19 injured in the month previous and 8 killed and 23 injured in May of last year. Three of the fatalities were due to drowning, 2 to caves-in of earth, etc., 1 to a fall and 1 to being struck by an engine. Explosions caused 3 of the other accidents, and electric shock, falls, being run over, falling material and machinery, 1 each.

Unskilled labour.—There were 2 deaths through accident and 16 serious injuries in this class, compared with 2 deaths and 11 injuries in April and 7 deaths and 14 injuries in May, 1906. A labourer at London, Ont., was crushed to death by a cave-in of earth, and a brick falling on the head of a labourer at Chicoutimi, Que., killed him. Of the other accidents 6 were caused by falling material, 3 by caves-in, 2 by collisions, 2 by machinery, 2 by falls and 1 by explosion.

OPPORTUNITIES OF EMPLOYMENT.

In order that skilled workmen and labourers may be made aware of opportunities of employment and the demand for labour in different parts of the Dominion, the *Labour Gazette* publishes herewith a statement of such opportunities of employment as have been furnished to the Department of Labour by employers, contractors and others. While exercising care and discrimination in the statements which it publishes, it is to be understood that the parties who have supplied the information are alone responsible for the accuracy of it, and that beyond publishing the same for the mutual benefit of employers and employees the Department assumes no responsibility in connection with the publication. The Department will be pleased to receive for publication from persons desirious of obtaining skilled or unskilled labour in connection with any industries or trades of the country, a statement of the nature and extent of their demand. Similarly, the Department will be pleased to receive and publish on behalf of persons out of employment, statements, from labour unions or bodies of skilled or unskilled workmen of the nature and extent of the supply of labour available.

Parties desirous of profiting by the information contained in this article are requested to communicate direct with the persons concerned for further particulars, exact terms, etc., the purpose of the Department in publishing the information being solely that of making better known the demand and supply of labour.

Lumbering.—Mr. J. R. Booth, manufacturer of lumber, pulp and paper, Ottawa, Ont., stated in a communication received at the Department on May 15, 1907, that he was continually looking for labour, and at the present time could place a number of men in the mills and at other work.

Mining.—The General Manager of the Crow's Nest Pass Coal Company, Limited, writing under date of May 20 from the head office of the company at Toronto, Ont., stated that the company required 60 hands for its Fernie, B. C., coke ovens, could put 20 miners and backhands at Michel, B. C., and could use about 100 other company men. The company, it was stated, was desirous of securing the above for immediate employment.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

British Emigration Returns.

DURING the month ended April 30, 1907, the number of passengers leaving the United Kingdom for British North America, according to the official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING APRIL, 1907–06.

Nationalities.	1907.	1906.
English	15,057	10,221
Scotch	4,042	3,018
Irish	738	565
Total of British origin	19,837	13,804
Foreign	2,325	1,599
Total	22,162	15,403

During the four months of the calendar year ended April 30, 1907, the total number of passengers leaving the United Kingdom for British North America was as follows:—

EMIGRATION FROM GREAT BRITAIN FROM JANUARY 1 TO APRIL 30, 1907–6.

Nationalities.	1907.	1906.
English	34,982	26,643
Scotch	11,406	7,006
Irish	1,993	1,209
Total of British origin	48,291	34,858
Foreign	7,384	5,338
Nationality not distinguished	.....	14
Total	55,675	40,210

Homestead Entries During March, 1907.

The following statement shows the number of homestead entries made in April, 1907, compared with April, 1906:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF APRIL, 1907, COMPARED WITH APRIL, 1906.

Agency.	1907.	1906.	Increase.	Decrease.
Alameda	.....	314	.....	298
Battleford	402	1616	.....	1214
Brandon	8	10	.....	2
Calgary	141	187	.....	46
Dauphin	66	91	.....	25
Edmonton	348	775	.....	427
Estevan	16	.....	.....	.....
Humboldt	254	.....	254	.....
Kamloops	10	9	1	.....
Lethbridge	272	226	46	.....
Minnedosa	.....	25	.....	25
Moose Jaw	425	.....	425	.....
New Westminster	.....	2	.....	2
Prince Albert	138	207	.....	69
Regina	142	1518	.....	1376
Red Deer	176	675	.....	499
Winnipeg	75	96	.....	21
Yorkton	121	438	.....	317
Total	2594	6189	726	4321

It will be seen that there has been a net decrease in the number of homestead entries made in April, 1907, compared with April, 1906, of 3,595.

A statement of the homestead entries made during the first four months of the present, compared with the correspondnig period of the last calendar year, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES DURING JANUARY, FEBRUARY, MARCH AND APRIL, 1907–06.

Month.	1907.	1906.	Increase.	Decrease.
January	1111	1903	.....	792
February	1033	2036	.....	1003
March	1589	4018	.....	2429
April	2594	6189	.....	3595
May	.....	.....	.....	.....
June	.....	.....	.....	.....
Total	6327	14146	.....	7819

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba,

Saskatchewan, Alberta and British Columbia, during the month of April, 1907, were as follows:—

STATEMENT SHOWING NATIONALITY OF HOMESTEADERS DURING APRIL.

Nationalities.	No. of Entries.
Canadians from Ontario	284
" Quebec	46
" Nova Scotia	30
" New Brunswick	7
" Prince Edward Island	6
" Manitoba	64
" Saskatchewan	70
" Alberta	41
" British Columbia	13
Persons who had previous entry	128
Newfoundlanders	.....
Canadians returned from the United States	69
Americans	783
English	523
Scotch	88
Irish	34
French	31
Belgians	13
Swiss	3
Italians	2
Roumanians	10
Syrians	1
Germans	39
Austro-Hungarians	156
Hollanders	9
Danes (other than Icelanders)	11
Icelanders	4
Swedes	24
Norwegians	37
Russians (other than Mennonites and Doukhobors	60
Mennonites	.....
Doukhobors	1
Chinese	.....
Japanese	.....
Persians	6
Australians	1
New Zealanders	.....
Total	2594

Representing 6,165 souls.

Of a total of 852 entries made in April by persons coming from the United States there were 254 from North Dakota, 167 from Minnesota, 56 from Michigan, 55 from Iowa, 49 from South Dakota, 39 from Illinois, 33 from Washington and 29 from Wisconsin.

Lands Patented During March, 1907.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territories, issued from the Department of the Interior during the month of April, 1907, is as follows:—

LANDS PATENTED DURING APRIL, 1907.

Name of Patentee.	April, 1907.	
	No. of Patents.	No. of Acres.
British Columbia Homesteads	12	1,927.30
British Columbia Sales	5	206.60
Coal Lands Sales	9	1,921.50
Homesteads	1,854	294,438.95
Military Homesteads	.....	.....
Mining Lands Sales	.....	.....
Mineral Rights (480 acres)	2	.....
North West Half-breed grants	28	5,562.45
Parish Sales	.....	.....
Quit Claim special grants (601.28 acres)	4	
Railways:		
Canadian Northern Ry.	150	216,331.98
Canadian Pacific Ry. Grants	6	1,371.93
Canadian Pacific Ry. Grants (Souris Branch)	1	160.00
Manitoba and North-western Ry.	8	29,168.80
Manitoba South-western Col. Ry.	.....	.....
Qu'Appelle Long Lake & Sask. Rd. & Steamboat Co.	.....	.....
Sales	69	4,976.58
School Lands Sales	18	2,629.56
Special Grants	12	824.12
Totals	2,178	559,519.77

In April, 1906, the number of patents issued was 1,246, covering an area of 504,638.44 acres, showing an increase during April, 1907, of 932 in the number of patents issued, and of 54,881.33 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canada North-West Land Company, Limited, during the month of April, 1907, compared with the month of April, 1906, and from the begining of the present calendar year to April 30, compared with the same period of 1906:—

LAND SALES OF CANADA NORTH-WEST LAND COMPANY, LIMITED.

	Acres.	Price obtained.
April, 1907	3,035.97	$ 31,799.30
" 1906	5,603.54	62,069.90
Decrease, 1907	2,567.61	$ 30,270.60
From Jan. 1 to April 30, 1907.	7,045.55	$ 76,938.82
From Jan. 1 to April 30, 1906.	28,156.66	231,400.77
Decrease, 1907	21,111.11	$154,461.95

Notes.

The *Repatriation and Colonization Society*, of Edmonton, Alta., formed for the protection of French-speaking settlers, has been instrumental in obtaining a large number of homesteads for French-Canadians coming, for the most part, from the United States. For the carrying out of its work, the society asks that members contribute $1.00 per year, payable either in one or two instalments.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING MAY, 1907.

The following is a list of contracts awarded by the Department of Railways and Canals, and the Department of Public Works, Canada, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the work. A statement of orders for supplies given by the Post Office Department is added.

Department of Railways and Canals.

Structural steel for umbrella roof at Halifax, N. S., Intercolonial Railway. Date of contract, May 10th, 1907. Amount of contract, $0.03¾ per lb. Contractors, I. Matheson & Co.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per day of 9 Hours, Not less than:
Structural steel wrkrs.	$ .25 per hour.
Riveters	.25 "
Blacksmiths	.18 "
Ordinary labourers	.16 "
Builders' labourers	.17 "

Concrete wall at St. Gabriel Basin No. 2, Lachine Canal. Date of contract, May 6th, 1907. Amount of contract, schedule rates. Contractors, Quinlan & Robertson.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Builders' labourers	$0.20 per hour, 9 hrs. per day.
Common labourers	1.50 per day, 10 "
Stonecutters	0.40 per hour, 8 "
Blacksmiths	2.25 per day, 10 "
Machinists	2.25 " 9 "
Steam derrick fireman	1.75 " 10 "
Stationary engineer	2.50 " 10 "
Stationary engine fireman	1.75 " 10 "
Steam rock drillers	2.00 " 10 "
Masons	0.35 per hour, 9 "
Carpenters	2.25 per day, 9 "
Captain on tug	$50.00 per month and board
Engineer on tug	65.00 " "
Firemen on tug	28.00 " "
Deckhands on tug	21.00 " "
Driver, 1 horse & cart	2.50 per day, 10 hrs. per day
Driver, 2 horses and wagon	4.00 per day, 10 " "

For a line of railway from DeBert Station, on the I. C. Ry., to DeBert Coal Mine, or from the DeBert Coal Mine to the northern terminus of the Londonderry Iron and Mining Company's railway near East Mines—4½ miles.

Date of Subsidy Agreement, May 20, 1907. Amount of Subsidy, $3,200 per mile, not exceeding $6,400 per mile.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of wages per day of 10 hours.
Concrete men	$1.50
Rock drillers	1.50
Carpenters	2.00
Stationary engine engineer	2.00
" " fireman	1.50
Steam shovel engineer	3.00
" fireman	1.50
" craneman	2.50
Steam rock drillers	2.00
Labourers	1.35
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

Department of Public Works.

Extension to breakwater at Mispec, N. B., name of contractor, W. R. Fawcett, Temperance Vale, N. B.; date of contract, May 6, 1907; amount of contract, $6,800.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than the following rate.
Foreman carpenter	$2.50 per day of 10 hours.
Carpenters	2.00 " 10 "
Blacksmiths	2.00 " 10 "
Blacksmiths helpers	1.25 " 10 "
Common labourers	1.50 " 10 "
Driver with 1 horse and cart	2.00 " 10 "
Driver with 2 horses and wagon	3.00 " 10 "

Store building, Dominion arsenal at Quebec, Que.; name of contractors, J. B. Jinchereau and P. A. Lamonde, Quebec, Que.; date of contract, May 7, 1907; amount of contract, $34,777.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than the following:
Carpenters	$2.00 per day of 10 hours
Bricklayers	4.00 " 9 "
Masons	0.30 per hour, 9 "
Stonecutters	0.35 " 8 "
Stair builders and joiners	2.50 per day of 10 hours.
Plasterers	3.00 " 10 "
Painters & glaziers	0.25 per hour, 9 hours p. day
Plumbers and steam-fitters	2.00 per day of 10 hours.
Sheet metal workers	2.00 " 10 "
Electricians	1.75 " 10 "
Builders' labourers	1.65 " 9 "
Ordinary labourers	1.50 " 10 "
Drivers, 1 horse and cart	2.50 " 10 "
Drivers 2, horses and wagon	3.50 " 10 "

Postal station "B" at Winnipeg, Man.; names of contractors, J. McDiarmid Co., Ltd., Winnipeg, Man.; date of contract, May 17, 1907; amount of contract, $46.500.00.

FAIR WAGES SCHEDULE.

Trade or Class Labour.	Rate of Wages Not less than:
Stone cutters	$0.60 per hour, 8 hours p. day.
Masons	0.55 " 9 "
Bricklayers	0.55 " 9 "
Builders' labourers	0.25 " 10 "
Common labourers	0.17½ " 10 "
Driver, 1 horse & cart	0.40 " 10 "
Driver, 2 horses and wagon	0.55 " 10 "
Structural iron wrkrs.	0.40 " 9 "
Blacksmiths	0.27½ " 10 "
Blacksmiths' helpers	0.20 " 10 "
Carpenters	0.35 " 9 "
Joiners	0.37½ " 9 "
Stair-builders	0.40 " 9 "
Sheet metal workers.	0.39 " 9 "
Electrical workers	0.40 " 9 "
Lathers	0.35 " 9 "
Plasterers	0.50 " 9 "
Plumbers	0.35 " 9 "
Steamfitters	0.35 " 9 "
Painters and Glaziers	0.30 " 9 "

Drill Hall at Belleville, Ont., name of contractor, Wm. Stuart, Ottawa, Ont.; date of contract, May 17, 1907; amount of contract, $87,777.00.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than the following:
Stonecutters	$3.50 per day of 10 hours.
Bricklayers	3.00 " 10 "
Masons	3.00 " 10 "
Builders' labourers	1.75 " 10 "
Common labourers	1.50 " 10 "
Painters & Glaziers	1.75 " 10 "
Carpenters	2.25 " 10 "
Joiners	2.25 " 10 "
Plasters	3.00 " 10 "
Plumbers and steam-fitters	2.50 " 10 "
Sheet metal workers.	2.00 " 10 "
Wirers	2.00 " 10 "
Drivers, 1 horse and cart	2.50 " 10 "
Drivers, 2 horses and wagon	3.50 " 10 "

Laundry, Lazaretto, Tracadie, N. B.; name of contractor, T. P. Charleson, Ottawa, Ont., date of contract, May 23, 1907; amount of contract, $8,465.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rates of Wages, Not less than:
Carpenters	$1.75 per day of 10 hours.
Painters	1.75 " 10 "
Bricklayers	3.00 " 10 "
Masons	2.50 " 10 "
Plasterers	2.50 " 10 "
Plumbers	2.00 " 10 "
Sheet metal workers	2.00 " 10 "
Labourers	1.25 " 10 "
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon	3.00 " 10 "

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of order.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$ 704.50
Making and repairing rubber dating stamps and type; also other stamps	33.98
Supplying stamping material and wooden boxes and repairing stamping pads	991.62
Making and repairing post office scales	341.50
Supplying mail bags	1,155.20
Repairing mail bags	1,073.37
Making and repairing mail locks and supplying mail bag fittings	374.30
Supplying street letter boxes and repairing portable letter boxes, Rwy. M'l Clerks Tin Travelling Boxes and Parcel Receptacles	281.36
Making and repairing miscellaneous articles of postal stores	29.70
Making up and supplying articles of official uniform	5,241.75

TRADE DISPUTES DURING THE MONTH OF MAY.

DURING the month of May an unusually large number of trade disputes were in existence throughout Canada, those in the building trades being particularly numerous. In several localities, among which were Ottawa, Toronto, Hamilton and Winnipeg, building operations were seriously interrupted by strikes. A dispute of longshoremen at Montreal, Que., combined with a strike of teamsters at the same place, seriously inconvenienced, for a little over a week, all those who were interested in the transportation of merchandise.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during May was 49, compared with 36 in April and 37 in May, 1906. There were about 411 firms and 11,697 employees affected by these disputes during the month. About 339 firms and 5,274 employees were involved in the new disputes of the month.

Loss of time in working days.—The loss of time to employees through trade disputes during May was approximately 88,325 working days, compared with 89,150 in April and 45,675 in May, 1906.

Trades affected by new disputes. The following table shows the trades affected by new disputes during the month, and the number of workpeople affected in each group of trades:—

Trades.	Number of Disputes.	Number of Workers.
Lumbering	1	228
Building trades	15	2,217
Metal trades	3	102
Trades	1	15
Leather trades	1	150
General transport	7	2,487
Unskilled labour	1	75
Total	29	5,274

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of Canada:—

Provinces.	No of Disputes.
New Brunswick	2
Nova Scotia	1
Quebec	7
Ontario	17
Manitoba	2
Total	29

Causes of dispute.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages	24
For higher wages and shorter hrs.	1
For shorter hours and "closed shop	1
Against employment of non-unionists	1
Against discharge of an employee	1
Against discharge of an employee and for dismissal of another employee	1
Total	29

Methods of settlement.—Of the 49 trade disputes in existence during May, 32 were terminated in the course of the month, either by definite settlements being reached or by industrial conditions ceasing to be affected by them. There were 19 disputes settled by negotiations between the parties concerned, 1 dispute was settled by conciliation, and 11 disputes were terminated without any negotiations the places of the strikers being filled, or work being resumed by them.

Results of disputes.—The employers were successful in 7 out of the 31 disputes which were terminated, and the employees were successful in 5 cases. In 3 disputes the employees were partially successful, and in 12 compromises were affected. In the remaining 5 disputes the results were indefinite, or particulars were not reported to the Department.

Disputes which commenced prior to the Beginning of the Month.

The trade disputes which were in existence at the beginning of May numbered 20, and comprised the following disputes of copper miners at Van Anda, B. C., coal miners in Alberta and Eastern British Columbia, quarry workers at Graniteville, Que., carpenters at Sorel, Que.; St. John, N. B., and Vancouver, B. C.; painters at London, Ont., and Vancouver, B. C.; marble cutters at Toronto, Ont.; plumbers at Toronto; boilermakers, shipwrights and ship labourers at Victoria, B. C.; stove mounters at Brantford, Ont.; picture gilders and framers at Toronto, Ont.; leather workers at Gananoque, Ont., and Peterborough, Ont.; cab drivers at Toronto, Ont.; carters and civic labourers at Quebec, Que. A brief account of these disputes is given below.

Settlement of the Dispute of Coal Miners in Alberta, and Eastern British Columbia.

The coal miners employed by the seven companies comprising the Western Coal Operators' Association of Canada in Alberta and British Columbia, who stopped work on April 16, on account of failure in reaching an agreement respecting wages and hours of labour, resumed work on May 7, an agreement having been signed on May 4. The dispute was settled through the good offices of the Department of Labour, prior to the submission of the case to a board appointed under the Industrial Disputes Investigation Act. According to returns obtained from the employers, about 3,450 miners stopped work. An estimate from the men places the number at 3,595.*

Strike of Carpenters at Vancouver, B. C

A strike of caprenters took place at Vancouver, B. C., on April 1, on account of the refusal of the employers to grant a demand for an increase in wages from $3.50 to $4.50 per day. About 90 firms and 900 men were affected by this dispute. During April negotiations were carried on with a view to effecting a settlement between the Builders' Exchange and the Building Trades Council, but on May 4 they were declared off. It was reported that 75 contractors individually agreed to pay $4.20 for an eight-hour day, and on May 6, 450 men returned to work. Soon afterwards, normal conditions were resumed.

Strike of Stove Mounters at Brantford, Ont.

No definite settlement was reached with regard to a strike of 20 stove mounters which took place at Brantford, Ont.

* The report of the intervention of the Department in connection with this dispute, and the terms of the new Agreement, are published elsewhere in the present number of the *Labour Gazette.*

on April 27. The dispute arose from the discharge by the foreman of several employees, whose re-instatement was demanded by the Stovemounters' Union. The firm stated that the men were discharged for refusing to obey the orders of the foreman, while the strikers alleged that the real reason was because they were members of the Union, and that they were discharged without being given an opportunity to state their case. On May 28, the Company claimed that so far as they were concerned, the trouble was at an end, some of the men having returned to their old positions, and the places of most of the others having been filled.

Strike of Picture Framers and Gilders at Toronto, Ont.

A strike of about 200 picture framers and gilders which occurred at Toronto on April 25 was terminated on May 29, the five firms involved agreeing to put the nine-hour day into force, as an experiment, on January 1, 1908. The strikers had demanded a working day of nine hours, instead of ten, and an increase of 15 per cent. in their wages. A few men were promised an increase amounting to $1 per week, but it was not made general. The employers also agreed to grant a half-holiday on Saturdays, and promised that the reduction in hours would not entail a reduction in wages.

Other Disputes.

No definite settlement was reported in a strike of 35 *painters* which took place at London, Ont., on April 1, but conditions ceased to be affected, three-fourths of the strikers having secured work almost immediately. The cause of the dispute was the demand for an increase in wages from 25 to 30 cents per hour.

A strike of *plumbers* employed by Messrs. Mashinter & Company, at Toronto, Ont., which took place on April 13, owing to the alleged employment of non-Unionists, continued throughout the month, no settlement having been reported. The Company stated that 50 men were affected directly and 8 indirectly by this dispute.

No settlement of a strike of *carpenters* employed by the Richelieu & Ontario Navigation Company at Sorel, Que., was reported, but the Company claimed that about 20 had returned to work under the same rules as to service and wages as existed previous to the strike. About 110 men were originally affected by the dispute.

A strike of *leather workers* at Gananoque Ont., which began on March 4, was terminated on May 7, when, according to the Company, the men returned to work. It was reported by the men that on May 13 the firm granted the demand of the strikers for an increase in wages amounting to 15 per cent.

A strike of 19 *harness makers* at Peterborough, Ont., which began on April 22, continued throughout the month. On May 2, the strikers were joined by 8 collar makers. The matter in dispute was primarily a question of the increase in wages, but the men alleged that after the strike began, the company would only allow them to return on condition of leaving the Union.

On April 29th, from 50 to 60 *labourers* and about 30 *carters* employed by the municipality of Quebec declared a strike, the former demanding an increase in wages from $1.25 to $1.50 per day, and the latter an increase from $2.00 to 2.50 per day. On May 1, work was resumed, the increases demanded having been granted.

No settlement was reported with regard to strikes of *boilermakers*, *shipwrights* and *ship labourers* at Victoria, B. C., which began last November.

No changes in the situation were reported in the case of a dispute of *copper miners* at Van Anda, B. C., which began on March 25, a dispute of quarry workers at Graniteville, Que., which began on April 8, and a strike of marble cutters at Toronto, which began on April 25.

DEPARTMENT OF LABOUR, CANADA
STATISTICAL TABLE, SERIES C., No. 77.

TABLE OF TRADE DISPUTES DURING THE MONTH OF MAY.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly	Indirectly	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Copper Mines	Van Anda, B. C.	Company refused to sign a scale of wages presented by men	1	.....	50	.....	.....	.....	Mar. 25	.....	No settlement reported at end of month.
Coal Miners	Alta. & Eastern B. C.	Failure to reach an agreement in wages and hours of labour	7	.....	3450	.....	.....	.....	Apr. 16	May 6	Settled by conciliation prior to taking of evidence by a board under Industrial Disputes Investigation Act. Agreement signed May 4; work resumed May 7.
Quarry Workers	Graniteville, Que.	Demand for recognition of Union	4	.....	16	.....	.....	.....	Apr. 8	.....	No settlement reported at end of month.
Building Trades—											
Carpenters	Sorel, Que.	Demand for increase in wages and recognition of Union	1	.....	110	.....	.....	.....	Mar. 27	.....	No settlement reported, but company claimed 20 men had returned to work on conditions existing prior to strike.
Carpenters	Vancouver, B. C.	Demand for increase in wages from $3.50 to $4.50 per day	90	.....	900	.....	.....	.....	Apr. 1	May 4	Compromise, 75 contractors agreed to pay $4.20 for an 8-hour day, and 450 men returned to work on May 6. Conditions ceased to be affected.
Painters	Vancouver, B. C.	Demand for increase in wages from 45 to 50 cents per hour and closed shop.	4	.....	34	.....	.....	.....	" 4	.....	No settlement reported, but conditions ceased to be affected, 8 firms employing 105 men having granted demands on April 8.

Painters	London, Ont.	Demand for increase in wages from 25 to 30 cents per hour	6		35				"	1		No settlement reported, but three-fourths of strikers secured work almost immediately, and conditions ceased to be affected.
Marble Cutters	Toronto, Ont.	Against employment of a non-unionist	1		20				"	25		No settlement reported at end of month.
Carpenters	St. John, N. B.	Demand for increase in wages and employment of Union labour	2		30				"	1		One firm continued work with non-unionists
Plumbers	Toronto, Ont.	Against employment of non-unionists	1		50		8		"	13		No settlement reported at end of month
Metal Trades—												
Boilermakers	Victoria, B. C.	Demand for 8-hour day with current 9-hour scale	3		34		40		Nov.	19		No settlement reported at end of month.
Shipwrights	Victoria, B. C.	Against employment of certain persons	1		40				"	28		No settlement reported, but conditions ceased to be affected.
Ship Labourers	Victoria, B. C.	Against discharge of certain persons	1		34				"	27		No settlement reported, but conditions ceased to be affected.
Stove Mounters	Brantford, Ont.	Against discharge of employees	1		20				Apr.	27		No settlement reported, but Co. claimed not to be affected. Some strikers returned; places of others were filled.
Woodworking Trades—												
Picture Gilders and Framers	Toronto, Ont.	Demand for increase of 15 per cent. in wages and 9-hour instead of a 10-hour day	5		200				Apr.	25	May 29	Nine hour day to go into effect on January 1, 1908, as an experiment. Increase of $1.00 a week granted to a few. Saturday half-holiday granted.
Leather Trades—												
Leather Workers	Gananoque, Ont.	Against discharge of an employee. Men claim Co. refused to sign a new schedule	1		16				Mar.	4	May 7	Work resumed, increase in wages granted May 13.
Harness and Collar Makers	Peterboro', Ont.	Demand for increase in wages and recognition of Union	1		27				Apr.	22		No settlement reported at end of month.
General Transport—												
Cab Drivers	Toronto, Ont.	Refusal of employers to sign an agreement providing for higher wages, shorter hours and employment of Union Labour only			250				Apr.	20		No settlement reported, but many strikers returned to work on employers' terms and conditions ceased to be effected.

TABLE OF TRADE DISPUTES DURING THE MONTH OF MAY.—*Continued.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.		Date of termination.		Result
					Directly.		Indirectly.						
			Directly	Indirectly	Males	Females	Males	Females					
Carter	Quebec, Que.	Demand for increase in wages from $2.00 to $2.50 per day	1	.....	30	.....	.....	.....	"	29	May	1	Increase in wages granted.
Unskilled Labour— Civic Labourers	Quebec, Que.	Demand for increase in wages	1	.....	55	.....	.....	.....	"	29	May	1	Increase in wages granted.

DISPUTES WHICH BEGAN DURING THE MONTH.

Lumbering— Lumber Mill Hands	Chatham, N. B.	Demand for increase in wages	2	.....	28	.....	200	.....	May	28	May	30	Men accepted offer of $12 per day to each run, 6 men per run instead of 7.
Building— Carpenters	Brantford, Ont.	For increase in minimum wages	5	120	.....	.....	.....	.....	"	1	.....		No settlement reported, but employers claimed they were not inconvenienced by dispute.
Bricklayers and masons	Ottawa, Ont.	For increase in wages of 5 cents per hour	10	.....	400	150	.....	.....	"	1	May	27	Wages increased from 45 to 47 cents per hour. Agreement signed for two years.
Lathers	Toronto, Ont.	For increase in wages from 37½ to 47 cents an hour and number of apprentices to continue to be one for each shop	.....	.....	125	.....	.....	.....	May	1	May	14	Agreement reached, wages to be from $3.00 to $3.50 per 8-hour day. No change as to apprentices.

Painters	Hamilton, Ont	For increase in wages from 30 to 40 cents per hour	22		148				"	1			No settlement reported at end of month.
Carpenters	St. Catharines, O.	For increase in wages from 27½ to 35 cents per hour	10		100				"	1	"	31	A compromise effected at 33 cents per hour. with 5 controctors, other firms employing 90 men had granted 35 cents.
Carpenters	Quebec, Que.	Demand for 9-hour day and employment of union labour only	6		60				"	17			No settlement reported at end of month.
Plumbers	London, Ont.	Demand for increase in wage from 30 to 35 cents per hour	3		10				"	1	May	6	Two firms granted demand, and all strikers but one secured work at increased rate.
Plumbers	Hamilton, Ont	Demand for increase in wages from 35 to 40 cents per hour	18		45		20		"	4	"	28	A compromise at 37½ cents per hour effected, agreement signed for this year and next year.
Plumbers	Toronto, Ont.	Demand for increase in wages from 37½ to 45 cents apprentices from $6.50 to $8.50 per week and closed shop.	104		500				"	15			No settlement reported at end of month.
Granite Workers	Montreal, Que.	Demand for increase in wages to 40 cts. per hour			83				"	1			No settlement reported, but all but 12 men had secured work at wages demanded.
Plasterers	Winnipeg, Man.	Demand for increase in wages of 10 cents an hour, and a week of 50 hours	30		110				"	1			No settlement reported, but 10 firms granted demand and 40 strikers returned to work.
Bricklayers, masons and stonecutters	Hull, Que.	Demand for increase in wages	2	6	25		75		"	1	May	27	On May 15, stone cutters received increase from 43 to 44½ cents per hour. On May 27th, masons received increase from 43 to 47½ cents per hour.
Marble Workers	Toronto, Ont.	Against employment of non-unionists	1		20				"	29			No settlement reported at end of month.
Stone Cutters	Hamilton and Thorold, Ont	Demand for re-instatement of an employee and for discharge of a foreman	1		16				"	25			No settlement reported at end of month.
Stone Cutters	Ottawa, Ont.	Demand for increase in wages from 43 to 45 cents an hour	40		150				"	1	May	15	Increase of one cent an hour granted.
Metal Trades—													
Iron Moulders	Longueuil, Que.	Demand for re-instatement of discharged employee	1		30				"	13	May	20	Work resumed. Employee not re-instated
Iron Moulders	Guelph, Ont	Demand for 5 per cent. increase in wages	2		32				"	23	May	27	One firm granted increase, other firm filled places of 17 out of 20 strikers.
Horseshoers	Winnipeg, Man.	Demand for increase in wages from 29 and 32 cts. per hour with a 56-hour week, to 34 and 36 cents per hour with a 55-hour week	15		40				"	20	May	29	Strikers returned to work at old rate.

TABLE OF TRADE DISPUTES DURING THE MONTH OF MAY.*Continued.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.		Date of termination.		Result.
					Directly.		Indirectly.						
			Directly	Indirectly	Males	Females	Males	Females					
Clothing Trades—													
Knitting mill hands	Hamilton, Ont ..	Demand for increase in wages of 20 per cent.....	1	.....	15	.....	.....	.....	May	17	May	20	Increase of 15 per cent. granted.
Leather Trades—													
Tanners..... ...	Quebec, Que.....	Demand for increase in wages.....	16	.....	150	.....	.....	.....	"	18	May	23	Increase granted from $8.25 to $10 per week.
General Transport—													
Elevator employees	Fort William, Ont	Demand for increase in wages from 20 to 25 cents an hour.....	1	.....	.....	.....	.....	.....	"	4	"	6	Dispute settled, no particulars received.
Longshoremen.....	Montreal, Que....	Demand for increase in wages of 5 cents an hour..	17	.....	1600	.....	.....	.....	"	13	"	21	Employers offered ½ cents an hour increase and strikers returned to work, and applied for a Board under "Industrial Disputes and Investigation Act" to consider their claim for an additional 2½ cents an hour.
Longshoremen.....	Halifax, N. S.....	Demand for increase in wages from 20 to 25 cents per hour, daywork and from 25 to 30 cents per hour, nightwork.....	7	.....	500	.....	.....	.....	"	26	.....		No settlement reported at end of month.
Teamsters.....	Peterborough, O.	Demand for increase in wages from $3.25 to $3.75 per day.....	1	.....	30	.....	.....	.....	"	7	May	15	Wages increased to $3.65 per day.
Teamsters.....	Montreal,Que ...	Demand for increase in wages from $1.60 to $1.75 per day.....	1	.....	256	.....	.....	.....	"	15	"	23	Strikers returned to work; no change in conditions.

Teamsters	Ottawa, Ont.	Demand for increase in wages from $41 to $45 per month and pay for overtime	1	21	"	9	"	21	Work resumed with expectation that Co. would grant request.
cowmen	St. John, N. B.	Demand for increase in wages from $2.50 to $3.00 per day		80	"	24	"	..	No settlement reported at end of month.
Unskilled labour— Civic labourers	Hamilton, Ont.	Demand for increase in wages from 20 to 25 cents an hour.	1	75	"	17	"	9	Men returned on promise that the question of an increase in wages would be taken up at an early date.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned; mention, moreover, is not made of disputes involving less than six employees, or less duration than 24 hours.

New Disputes.

An account of the principal new disputes of the month is given below.

Dispute of Longshoremen at Montreal, Que.

On May 13, about 1,600 longshoremen at Montreal, Que., employed by 17 shipping companies, stopped work on account of the refusal of their demand for an increase in wages of 5 cents an hour. On May 21, the men returned to work. the shipping companies having in the meantime increased to wages paid by 2½ cents per hour. Subsequently, application was made on behalf of the longshoremen for a board under the Industrial Disputes Investigation Act to consider their claims.*

Strike of Plasterers at Winnipeg, Man.

On May 1, 110 plasterers employed by about 30 firms declared a strike at Winnipeg, Man. The cause of the dispute was the refusal of the employers to grant a demand for an increase in wages from 50 to 60 cents per hour and a Saturday half-holiday, making a week of 50 hours instead of fifty-five. In the course of the month about 10 firms conceded the demands of the men and 40 strikers resumed work. The Builders' Exchange refused to negotiate with the strikers until they returned to work, alleging that they had declared a strike contrary to an agreement entered into last year. Negotiations, however, were conducted between the Builders' Exchange and representatives of other building trades. with a view to terminating this dispute but no settlement was reached during the month.

Strike of Plumbers at Toronto.

On May 15, a strike of plumbers took place at Toronto, in which about 500 men and 104 firms were affected. The cause of the dispute was the refusal of the employers to grant a demand for an increase in wages and employment of Union labour only. The strikers demanded 45 cents an hour for journeymen, instead

* An account of the action of the Department with reference to this dispute is given on another page of the present number of the *Labour Gazette*.

of 37½ cents, and $8.50 per week for apprentices during their first four years, in place of $6.50 per week, and $12 per week for apprentices in their fifth year, in place of $8.50. No settlement of the dispute was effected during the month.

Strike of Lathers at Toronto.

On May 1, about 125 lathers declared a strike at Toronto on account of the refusal of the employees to grant a demand for an increase in wages from 37½ to 47 cents per hour. On May 14 an agreement was reached by which the wages were to be from $3.00 to $3.50 for an 8 hour day.

Strike of Bricklayers and Masons at Ottawa, Ont.

On May 1, a strike of bricklayers and masons took place at Ottawa, Ont., on account of the refusal of 10 contractors to grant a demand for an increase in wages from 45 to 50 cents per hour. On May 27, an agreement for two years was signed by which the men were to receive 47 cents per hour. A report from the Bricklayers' Union stated that about 400 men were affected by the dispute, and that on the declaration of the strike thirteen contractors complied with the demand of the Union. About 150 builders' labourers were indirectly effected by this dispute.

Strike of Stonecutters at Ottawa.

On May 1, about 150 Stonecutters employed by 40 firms declared a strike on account of the refusal of contractors to grant an increase in wages from 43 to 50 cents per hour. Some of the smaller firms granted the demand. The strikers subsequently reduced this claim to 45 cents and work was resumed, on May 14 an increase of one cent an hour being finally agreed upon.

Strike of Plumbers at Hamilton, Ont.

On May 4, a strike of plumbers took place at Hamilton, Ont., affecting about 18 establishments and 65 employees. According to one report received, 45 strikers were journeymen plumbers, while the remaining 20, who were under 21 years of age, were indirectly affected by the dispute. The cause of the strike was the refusal of the employers to grant an increase in the minimum rate of wages from 35 cents to 40 cents an hour, and to sign an agreement. The employers offered to pay 37½ cents per hour to the better workmen, but this was refused. On May 27th, an agreement was signed for the present season and next year, according to which the minimum rate of 37½ cents an hour was established.

Strike of Plumbers at London, Ont.

On May 1, a strike of 10 plumbers employed in three shops took place at London, Ont. According to a report received from the Plumbers' Union, the dispute arose from a demand for an increase in wages amounting to 5 cents per hour, to take effect on May 1. All the firms in London, excepting three, granted the demand. On May 6, two of the firms who had refused agreed to give the increase in wages asked, and on May 9, the third firm agreed and the strike was declared off. At the time of the dispute there were 28 members of the local Union of Plumbers, of whom all but one received the increase in wages. A report received from one of the employers stated that the cause of the dispute was a demand for an increase in wages from 30 to 35 cents per hour, and for the employment of none but members of the Union. The Company claimed that on May 4, they agreed to give the best men 35 cents per hour, and that they would maintain an 'open' shop.

Strike of Teamsters at Montreal.

On May 15, the teamsters employed by the Shedden Forwarding Company declared a strike at Montreal, on account of the refusal of the Company to grant a demand for an increase in wages. According to reports in the press about 256 men were affected by the dispute. The strikers asked for $1.75 in place of $1.60 for a day of 11½ hours. It was reported that soon after the strike was declared, the Company secured enough men to take out from 40 to 50 teams, and

more men were procured each day. On May 23 the strike was declared off, and work was resumed under the old conditions.

Strike of Deal Carriers at Chatham, N.B.

On May 28, a strike of deal carriers took place at Chatham, N. B., affecting the mills of the J. B. Snowball Company and the Miramichi Lumber Company. Three gangs of the former Company containing 21 men, and one gang of the latter numbering 7 men, were directly involved. The dispute caused the shutting down of the mill of the J. B. Snowball Company, throwing 125 men out of work, and the operations of the mill of the Miramichi Lumber Company, employing 150 men, were diminished by half. The companies offered to pay $12 per day to each gang, allowing 6 men to a gang, which would give each man $2 a day, the amount asked. The deal carriers had previously been receiving $1.75 per day. One gang of the Miramichi Company accepted the offer without a strike, and on the following day the other strikers also agreed to these terms, and work was resumed. On May 30, the J. B. Snowbell Company reported that after the strike was declared they arranged a new method of piling the deals by means of a steam conveyor, which requires fewer men, involves less cost and is easier for the men doing the work.

Strike of Iron Moulders at Longueuil, Que.

On May 13, a strike of iron moulders of the Standard Foundry Company took place at Longueuil, Que. According to the Company, there were 30 men directly affected and 20 indirectly affected by the dispute. The cause of the dispute was the discharge of the local chairman of the Moulders' Union. It was further stated that there was a misunderstanding on the part of the men with regard to the scale of wages. Soon after the strike was declared, negotiations toward a settlement were begun, and on May 20 the strikers returned to work, the discharged employee not being reinstated. No change was made in the wages paid, which continued to be $2.75 per day, in accordance with the Union scale, and all other conditions remained the same as before the strike. No report of this dispute was received from the Iron Moulders' Union.

Strike of Iron Moulders at Guelph, Ont.

On May 23, a strike of iron moulders took place at Guelph, Ont., which affected two firms and about 32 employees. The cause of the dispute was the refusal of the employers to grant an increase in wages of five per cent. One of the firms involved claimed that they were paying 20 per cent. above regular board prices, and that the average wages earned by the men was $20.50 per week, some receiving as much as $24 and others as little as $16 per week. On May 27, one company employing ten men and two boys signed an agreement granting the increase. The other firm reported that they had secured 12 non-unionists and five apprentices to replace those who had gone out.

Strike of Grain Elevator Men at Fort William, Ont.

On May 4, the employees in the grain elevators at Fort William stopped work on account of the refusal of their employers to grant a demand for an increase in wages. They had been receiving 20 cents an hour, but on the first of the month the Canadian Pacific Railway Company posted a notice to the effect that an increase of 2½ cents an hour had been granted. The men, however, demanded 25 cents an hour, an increase of five cents. It was reported that three of the elevators were practically stopped by the strike, but one elevator was kept running by the superintendent of the company, his son, a foreman and one other man. Two days later the dispute was settled, and work was resumed on May 6. By the new scale, weighmen and winchmen who had been receiving $75 a month were to get $85, having asked for $90. Millwrights who had been getting $80 per month were to be paid $90, having demanded $95. Skilled labourers who have been getting 25 cents per hour with 30 cents for overtime, and who wanted 30 cents per hour straight, received 27½ cents per hour straight, and unskilled la-

bourers who had been receiving 20 cents per hour, were paid 22½ cents per hour, with 30 cents per hour overtime as before, their demand having been for 25 cents per hour straight.

Strike of Horseshoers at Winnipeg.

On May 20, the members of the Journeymen Horseshoers' Union of Winnipeg declared a strike on account of the refusal of their employers, organized as the Manitoba Horseshoers and Carriage Makers' Association, to grant certain demands which they had made on May 13th. The men had been receiving wages ranging from 29 cents an hour for floormen, who put on the shoes, to 32 cents for firemen, who fit and caulk them, averaging $16 for a week of 56 hours. It was claimed by the men, though, that the employers had reduced the hours, until some could only earn $450 a year. They asked for 34 cents an hour for floormen and 36 cents for firemen, with a week of 55 hours. It was reported that the strikers returned to work on May 29, at the old rate and that they were taken back on condition that they would withdraw from their union.

Strike of Bricklayers, Masons and Stonecutters at Hull, Que.

On May 1, about 25 bricklayers, stone masons and stonecutters employed in the erection of a factory building in Hull, Que., declared a strike on account of the refusal of their employers to grant a demand for an increase in wages. On May 15th, the stone cutters returned to work, having been granted an increase from 43 to 44½ cents per hour, and on May 27 the bricklayers and stonemasons returned, having been granted an increase from 43 to 47½ cents per hour. It was reported that the stonecutters accepted a lower rate than the bricklayers and masons, because in many quarries in Hull they are employed all the year. About 75 employees were indirectly affected by this dispute.

Other Disputes

On May 9, about 21 *teamsters* employed by the Dominion Transport Company at Ottawa, declared a strike on account of the refusal of the Company to grant a demand for an increase in wages from $41 to $45 per month and payment for overtime. The Company had a contract for removing freight from the sheds of the Canadian Pacific Railway Company, and in consequence of the dispute, there was some delay in taking it away. On May 21, the strikers returned to work with the expectation that the Company would grant their demand. While the strike was in progress, a number of the merchants to whom the freight was consigned sent their own employees to remove it.

On May 17, a strike of 60 *carpenters* employed by six firms took place at Quebec. The cause of the dispute was the refusal of the employers to grant a demand for a working day of nine hours and the employment of Union labour only. No settlement of the dispute was reported during the month, but before the strike was declared, 17 firms had granted the nine hour day.

On May 29, a strike was declared by 20 *marble workers* at Toronto, on account of the employment of non-Unionists. After the strike had taken place, an independent union was organized by the non-Unionists, but the strikers, who were members of the International Union, refused to recognise it, and the situation was unchanged at the end of the month.

On May 25, a strike of 16 *stonecutters* employed by the firm of Messrs. Walker Brothers of Thorold, Ont., took place. At the time of the dispute, 13 of the strikers were employed at Hamilton, and three in the quarry at Thorold. The men demanded the reinstatement of an employee, who was alleged to have been discharged because he had been a member of a committee of the Union, which had dealt with a previous dispute. The strikers also demanded the dismissal of the foreman who had discharged their fellow employee. It was alleged that the real cause of the trouble was a member of the union telling secrets of the union to the foreman. No settlement of the dispute took place during the month.

On May 17, about 15 *knitting mill hands* declared a strike at Hamilton, Ont., on account of the refusal of their employers to grant a demand for an increase of 20 per cent. in their wages. On May 19, a compromise was reached and work was resumed, the Company having promised to grant an increase in wages of 15 per cent.

On May 18, about 150 *tanners* and *curriers* employed by 16 firms declared a strike at Quebec, on account of the refusal of the employers to grant a demand for an increase in wages from $8.25 to $10 per week. Work was resumed on May 23, the increase demanded having been granted.

On May 1, about 100 *carpenters* employed by 10 firms declared a strike at St. Catharines, Ont., on account of the refusal of the Contractors to grant an increase in wages from 27½ to 35 cents per hour. In the course of the month, half the firms effected granted the demand, and on May 31, a compromise was reached with the remaining 5 firms by which 33 cents per hour became the minumum rate until May 1, 1908. It was reported by the Carpenters' Union that just before the end of the dispute all the men except 10 were working at 35 cents an hour.

On May 1, about 120 *carpenters* employed by 5 firms declared a strike at Brantford, Ont. The cause of the dispute was the refusal of the employers to grant a demand for an increase in wages from 20 to 30 cents per hour. The strikers claimed that the minimum rate of 20 cents per hour had been in force for four years. While no definite settlement of this dispute was reached the employers stated that they were not inconvenienced by it.

On May 7, 30 *teamsters* employed by the municipal corporation of Peterborough declared a strike, with the object of securing an increase in wages from $3.25 to $3.75 per day. The City Council offered them $3.50 per day, but this was refused, and finally a settlement was reached on the basis of $3.65 per day.

On May 24, about 80 *scowmen* employed by lumber shipping firms declared a strike at St. John, N. B., on account of the refusal of their employers to grant a demand for an increase in wages from $2.50 to $3 per day. No settlement of the dispute was reported during the month.

On May 7, about 75 *civic labourers* declared a strike at Hamilton, Ont., having made a demand for an advance in wages from 20 to 25 cents an hour. On May 9 they returned to work at the request of the Aldermen, who promised to take up the subject of an increase at an early date.

On May 27, about 250 *longshoremen* declared a strike at Vancouver, B. C., on account of the refusal of their employers to grant an increase in wages of five cents an hour. On the following day work was resumed, the demand having been granted. The new rate of wages was 40 cents per hour for day work and 45 cents for night work.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of May, and which have been reported to the Department.

RECENT INDUSTRIAL AGREEMENTS.

Agreements Between Canadian Pacific Railway Company and Locomotive Engineers on Central and Pacific Divisions—Effective April 1, 1907.

ON April 1, 1907, agreements came into force governing the rates of pay and service of locomotive engineers employed on the Central and Pacific Divisions of the Canadian Pacific Railway Company. The opening articles of these agreements set forth the rates of pay as follows:—

Rates of Pay and Rules Governing Services of Engineeers.

CENTRAL DIVISION.

ARTICLE 1.—*Passenger Trains*—Per 100 miles, or per day of 10 hours. Overtime pro rata:—

Consolidation Engines	$4.50
Mogul, Atlantic and Ten Wheeler, 125% or over	4.25
Mogul, Atlantic and Ten Wheeler, less than 125%	4.10
All other Engines	4.00

Freight, Mixed and Snow Plow Trains—Per 100 miles, or per day of 10 hours. Overtime pro rata:—

Consolidation Engines	$4.90
Mogul, Atlantic and Ten Wheeler, 125% or over	4.65
Mogul, Atlantic and Ten Wheeler, less than 125%	4.50
All other Engines	4.40

Work Trains—Per 100 miles, or per day of 10 hours. Overtime pro rata:—

Consolidation Engines	4.50
Mogul, Atlantic and Ten Wheeler, 125% or over	4.25
Mogul, Atlantic and Ten Wheeler, less than 125%	4.10
All other Engines	4.00

Switching—(in all yards at present established, regularly assigned)—Per day of 10 hours or less, classification of new yards to be determined by agreement:—

All Engines	$3.75

Hostlers—(regularly assigned)—Per day of 12 hours or less $2.90

Piloting—Per 100 miles, or per day of 10 hours:—Engineers' rates for class of engine.

Special Services—Deadhead on Company's orders:—

200 miles or less—Minimum passenger rates actual mileage.

Distance in excess of 200 miles—Half minimum passenger rates.

Watching and caring for engines	.40
While held for special service, if time lost (10 hours to be allowed per day of 24 hours)	.40
Attending Court on request of Company, if time lost (10 hours to be allowed per day of 24 hours)	.40

Light Running with engine alone, or with water car, or with official car will be paid through freight rates.

PACIFIC DIVISION.

ARTICLE 1.—West of Revelstoke, Arrowhead Beach, Castlegar and East, and Slocan Branch.

Passenger Trains.—Per 100 miles, or per day of 10 hours. Overtime pro rata:—

Consolidation Engines	$4.60
Mogul, Atlantic and Ten Wheeler, 125% or over	4.35
Mogul, Atlantic and Ten Wheeler, less than 125%	4.25
All other Engines	4.10

Freight, Mixed and Snow Plow Trains.—Per 100 miles, or per day of 10 hours. Overtime pro rata:—

Consolidation Engines	$5.00
Mogul, Atlantic and Ten Wheeler, 125% or over	4.75
Mogul, Atlantic and Ten Wheeler, less than 125%	4.65
All other Engines	4.50

Work Trains.—Per day of 10 hours. Overtime pro rata:—

Consolidation Engines	$4.60
Mogul, Atlantic and Ten Wheeler, 125% or over	4.35
Mogul, Atlantic and Ten Wheeler, less than 125%	4.25
All other Engines	4.10

Mountain Section (East of Revelstoke), Nakusp and Slocan Branch, Rossland and Boundary Sections and Branches, West of Castlegar.

Passenger Trains.—Per 100 miles, or per day of 10 hours. Overtime pro rata:—

Consolidation Engines	$5.25
Mogul, Atlantic and Ten Wheeler, 125% or over	5.25
Mogul, Atlantic and Ten Wheeler, less than 125%	5.25
All other Engines	5.25

Freight, Mixed and Snow Plow Trains.—Per 100 miles, or per day of 10 hours. overtime pro rata.

Consolidation Engines	$5.65
Mogul, Atlantic and Ten Wheeler, 125% or over	5.65
Mogul, Atlantic and Ten Wheeler, less than 125%	5.65
All other Engines	5.65

Work Trains—Per day of 10 hours. Overtime pro rata:—

Consolidation engines	4.75
125% or over	4.75
Mogul, Atlantic and Ten Wheeler, less than 125%	4.75
All other Engines	4.75

Shay Engines—Per day of 10 hours.

Overtime pro rata	$5.65

Pushers (regularly assigned)—Per day of 10 hours, or less. Overtime pro rata 4.75

Between Field and Laggan 5.30

ALL PACIFIC DIVISION.

Switching (in all yards at present established, regularly assigned)—Per day of 10 hours or less, classification of new yards to be determined by agreement:—

All Engines	$3.75

Hostlers (regularly assigned)—Per day of 12 hours 3.10

Piloting—Per 100 miles, or per day of 10 hours:—Engineers' rates for class of engine.

Special Services—Deadhead on Company's orders:—
200 miles or less—Minimum passenger rates actual mileage.
Distance in excess of 200 miles—Half minimum passenger rates.

	Per hour
Watching and caring for engines	$.40
While held for special service, if time lost (10 hours to be allowed per day of 24 hours)	.40
Attending Court on request of Company, if time lost (10 hours to be allowed per day of 24 hours)	.40

Light Running with engine alone, or with water car, or with official car will be paid through freight rates.

The remaining articles of the agreements are identical in form as follows:—

ARTICLE 2.—Road engineers making less than 100 miles will be paid for 100 miles, but will be liable for further service to the extent of ten consecutive hours at the rate of one hour for each ten miles.

Round trips 100 miles or over, one way, will be paid for as separate runs.

Road engineers ordered for yard service only will be paid for not less than five hours at through freight rates for class of engine.

ARTICLE 3.—Overtime will be computed from time engine is ordered for the road until put in the hands of hostler, or reported on Round House register.

Engineers will be paid thirty minutes preparatory time at schedule rates for getting engine ready before going out on run.

ARTICLE 4.—Seniority of engineers will start from the date of passing examination, or date of entering the service. Date of entering the service means when engineer reports for duty.

Engineers hired with one or more year's experience will be placed on seniority list on date of starting.

ARTICLE 5.—Actual mileage will be paid for doubling.

Engineers will be paid not less than ten miles when ordered to double, or at regular doubling points.

ARTICLE 6.—Engineers will be paid maximum rate for through freight on rotary plows. Engineers in charge of dead engines will be paid minimum freight rates and overtime.

ARTICLE 7.—Engineers on snow plow trains will be allowed a minimum of one mile for each side track plowed out.

ARTICLE 8.—When distance from round house to train is one or more miles, engineers will be paid mileage therefor.

When engineers are required to run more than one mile off main line, the mileage will be allowed for same.

ARTICLE 9.—The time of work trains will count from time engine is ordered for, ten hours or less to be one day.

Engineers on work trains, when laid up at any other than regular round houses with regular shop men, will be allowed one hour after laid up by conductor to cover necessary repairs and get engine ready.

Engineers on work train service, when away from terminal points will be paid 100 miles for each day held for service, men to be notified on Saturday if required for the following day.

When work trains run forty miles or more to or from work, mileage at through freight rate will be allowed. Time so occupied not to be included in time paid for at work train rates. When mileage in work train service exceeds ten miles an hour, mileage will be paid.

Engineers on work train service will be given opportunity for meals at reasonable hours. Work trains will be manned by junior engineers unless senior engineers apply. Engineers will be given transportation and allowed to go home for Sunday when such leave will not interfere with work trains.

Suitable sleeping accommodation will be provided for engineers on work trains.

ARTICLE 10.—Engineers held between terminals for work train service will be paid work train rates for time occupied in such service.

ARTICLE 11.—Road engineers will be paid for switching at terminals and turn around points at through freight rates, except on specified runs and as otherwise provided for. Time to count from time engine is ordered for until switching is completed. Each six minutes to count as one mile. Switching tickets to be certified to by conductor.

Trains required to switch (except on specified runs), other than picking up and setting out cars belonging to their own train, will be paid through freight rates for time so occupied, each six minutes to count as one mile.

ARTICLE 12.—Engineers called for duty and afterwards cancelled, or set back, will be paid through freight minimum engineer's rate minimum of 25 miles. If held over two and a half hours, engineers will be paid at rate of ten miles per hour.

ARTICLE 13.—Engineers held away from home station for engines will be paid ten miles per hour at minimum passenger engineers' rate for the last 10 hours or portion thereof in every 24 hours so held, less any mileage or time otherwise paid for during said 24 hours.

The Company will arrange through freight crews to avoid as far as possible excessive lay over at other than home terminals, 18 hours, excluding Sunday, however, not to be considered excessive.

ARTICLE 14.—Engineers will be allowed time for watching engines when no watchman is employed, but engineer and fireman will not both be paid for same time.

ARTICLE 15.—Engineers held off on Company's business will be paid schedule rates for mileage lost, and extra men will be paid a minimum of 100 miles for each day of 24 hours so held, and will be re-imbursed reasonable expenses when away from home.

ARTICLE 16.—Engineers' tickets not allowed will be returned and reason given therefor.

ARTICLE 17.—When an engineer is suspended or dismissed, he will be advised of reason for such action, and a full and impartial investigation will be held and engineer advised of decision within ten days. Engineer will be advised to be present at such investigation and may be accompanied by another engineer, and will be permitted to hear evidence and be given carbon copy of his evidence. Should the investigation prove him blameless he will be re-instated and paid for time lost, one day each consecutive 24 hours at through freight minimum engineers' rates. Any appeal from such decision must be made in writing by the engineer through his locomotive foreman within ten days after he has been advised of such decision.

ARTICLE 18.—Engineers will appear on duty forty-five minutes before departure of train and will sign appearance book. Engines will be ready for train fifteen minutes before departure time to charge train with air, thirty minutes to be allowed for inspection and making engine ready. Engines to be ready to go on passenger train on arrival.

ARTICLE 19.—Engineers living within reasonable distance of terminal station will be called. Engineers on local passenger and mixed trains, which are not held for connections, due to leave between 8k and 23k, will not be called unless such trains are more than one hour late.

ARTICLE 20.—Engineers will not be required to leave terminals until they have had at least eight hours' rest if requested, but such rest must be booked on arrival. Trains may be laid up between terminals for engineers to obtain rest, after they have been fifteen hours out from terminal, upon advice to train despatcher.

ARTICLE 21.—The running of trains (except work) tender first in inclement weather, or after dark, will be discontinued, except in case of accident.

ARTICLE 22.—An engineer in charge of an engine ordered over any section or branch with which he is not familiar will be furnished with a competent pilot in addition to engine crew. Spare engineers will be used as pilots when available.

ARTICLE 23.—Engines will be supplied with coal, sand and water by engine house staff at terminals, but engineers will be responsible for seeing engines are supplied. Engines running through terminals where round house staff is employed, whether on round trip or over more than one section, will have coal shovelled ahead and fire and ash pan cleaned by round house staff when necessary.

ARTICLE 24.—When an engine is sent to the shop for repairs, or transferred, the engineer will be assigned without delay to an engine suitable for his run, or to the engine run by a junior engineer in the class to which his seniority entitles him.

ARTICLE 25.—Engineers on freight trains will be given reasonable time for meals between terminals on advising despatcher an hour in advance. Time occupied to be deducted in computing overtime.

Yard engineers will when possible be allowed one hour for meals between 11–45k and 14k, and between 23–45k and 2k, without pay, and will not be compelled to remain off duty more than one hour at meal hour. If yard engineers are allowed off for meals later than 13–15k or 1–15k they will be allowed forty-five minutes for meals and will be paid for one hour.

Engineers on switch engines, when required to work overtime or double shift, will be allowed reasonable time for supper or breakfast.

Hostlers will be given reasonable time for meals.

ARTICLE 26.—Hostlers will do round house and shop switching.

Engineers desiring positions of hostlers will receive preference. A list of engineers in promotion order will be posted in each booking room not later than 1st of January and 1st of July in each year.

ARTICLE 27.—Engineers transferred from one division to another, or from another railway, will rank as junior men respectively. Engineers put back firing on reduction of staff will have choice of run according to seniority.

ARTICLE 28.—If suitable men are available, one engineer will be hired for every fireman promoted.

ARTICLE 29.—Engine cabs will be made comfortable. Engines will be furnished with seats, and boxes suitable for storing clothing. Engines will be so maintained that excess of steam blowing will be obviated.

ARTICLE 30.—The Engineers' Committee will represent all engineers in matters pertaining to rates, rules, general grievances, seniority and general matters of engineers.

ARTICLE 31.—Engineers taken over with another road will hold their seniority right with men on the division to which said road has been added from date of entering service of such other road. Engineers employed by contractors will have no seniority standing. Engineers assigned by the Company to contractors' service will retain their seniority.

ARTICLE 32.—Engineers in freight service running spare will run first in first out. If the engineer on a regular freight engine lays off for less than two weeks the spare engineer who is assigned the engine shall man it until the regular engineer returns to work. If the regular engineer lays off more than two weeks the senior spare engineer will be assigned to the engine.

ARTICLE 33.—Unassigned freight engines available for service will run first in first out of shop. When engines are pooled crews will run first in first out. If run around avoidably engineers in unassigned freight service will be entitled to fifty miles.

ARTICLE 34.—Switch engines doing road work outside of regular terminals will be paid actual mileage or time for such road work, such mileage being deducted from switching time.

ARTICLE 35.—On runs of 100 miles or more engineers will be paid five miles for housing engines, and five miles for taking engines out at points where men are required to do such work.

ARTICLE 36.—When two or more hostlers are employed at a station they will work alternate weeks day and night.

ARTICLE 37.—When engineers resign, or are dismissed, they will be paid and given a service letter on request within reasonable time. When an offence is placed to the discredit of an engineer he will be notified in writing of the same.

ARTICLE 38.—Engineers taking engines from one station to another will be furnished transportation to return home at once, and will not be expected to run out of any other than their home station, unless agreeable to them, or in case of emergency, in which case they will not be held for more than one round trip.

Engineers will not be run off sections they are assigned to, except in traffic emergencies.

ARTICLE 39.—Any engineer being physically unfit for duty will report same on report book so that he may not be called. When he reports for duty he will go out on his assigned engine, or in his turn.

ARTICLE 40.—Men assigned to regular runs of 100 miles or more, or to yard service, will not be considered on duty from time relieved at engine house until again required for their regular run or shift.

ARTICLE 41.—Senior engineers in freight service will be assigned to way freight trains. If senior engineer does not desire the run, he loses right to it during period that time table is in force.

ARTICLE 42.—On regularly assigned way freight runs 25 cents per 100 miles, or per ten hour day, will be allowed, in addition to through freight rates.

Engineers on trains required to load or unload way freight will be paid overtime at way freight rates for time so occupied, but not in excess of way freight rates for full trip.

Engineers on assigned way freight runs may run around crews at terminals to catch assigned run.

In addition to the above, a series of local rules are included in the agreements. The duties of Locomotive Engineers are also defined in each agreement.

Agreement between Quebec Central Railway Company and Engineers and Firemen in its Employ.

After negociations extended over several days between the Quebec Central Railway Company and representatives of the engineers and firemen in its employ, the following scale of rates, trip allowances, etc., for engineers and firemen, were arranged and agreed to on May 6, 1907, the same to take effect from May 1, 1907.

ARTICLE 1. *Specified Runs and Rates:*

Between.	Miles.	Class of Train.	Time All'd Days.	Enginemen per Day. Driver.	Sr. Firemen.	Jr. Firemen.
Sherbrooke and Levis	143	Passg'r.	1 day	$4.10	$2.50	$2.25
" "	143	M x F.	1–½ day	3.50	2.25	2.10
" and Tring Junction	89	Way F.	1 day	3.50	2.25	2.10
Megantic and Tring Jct and return (9 & 10)	120	Accom'd.	1 day	3.50	2.25	2.10
Chaudiere Branch between Beauce Jct. and St. George (3 return trips)	144	Pass. F.	1–1-3 day	3.30	2.10	1.90
Levis & Megantic (7 & 8)	114	Mixed F.	1–1-8 day	3.50	2.25	2.10

Eleven hours constitute one day on all trains; all time over this limit will be allowed to Engineers and Firemen at *pro rata* of their wages. Rates specified above are for engines with cylinders under 19 by 26. Fifteen cents per day will be added to daily rate of drivers and twenty cents per day for firemen for running engines 19 by 26 and over in all classes of service except passenger service.

ART. 2. *Passenger Service:* Short runs, 100 miles or less, will be paid for. Miles run over 100 miles and up to 150 miles to be paid one day. All freight runs not specified above to be run on mileage basis, $3.50 per 100 miles per Driver and $2.25 per 100 miles per Firemen.

ART. 3. Enginemen on Train known as 9 and 10 if required to watch engine during layover at Train Junction, one man, to be paid 12½ cents per hour.

ART. 4. Enginemen when required to watch engines over night to be paid $1.00, but Engineers and Firemen are not both to be paid for same time.

ART. 5. Spare men working at Shop to be paid as follows: Engineers $1.50 per day; Firemen $1.25 per day of 10 hours.

ART. 6. Junior Firemen will be considered as in probationery service for six months, when they will be promoted to senior class. Firemen hired with one or more years' experience as Firemen on other roads will be placed on seniority list at date of starting, and will be paid senior rates on recommendation of Locomotive Foreman after one month of satisfactory service.

ART. 7. Snow plow specials, tie trains, trains loading on main line to command same rate as freight trains.

ART. 8. Enginemen when travelling passenger to relieve by order of the Company will be paid one-half time at above rates according to the class of train on which they are travelling.

ART. 9. Enginemen called for duty and on arriving at shops finding train is cancelled, shall be entitled to one-fourth day's pay, also when not notified that older men have taken their run. (The men entitled to such run must give ample notice to the foreman when they will take the run, in order that the men by whom they have been replaced may be notified.)

ART. 10. Spare Firemen if required to relieve cleaners at any point shall be paid $1.75 per day.

ART. 11. Enginemen attending court, inquests, etc., will not be subject to any lose of time.

ART. 12. On trains arriving at Levis, if Enginemen are detained more than one hour after setting off their cars, they will be paid for doing hostler duty as follows: Driver 26c., firemen 15c.

ART. 13. Enginemen arriving at terminals who have been on duty for 10 consecutive hours, will not be called on for service except in cases of emergency, until they have been off duty 10 hours for rest, (should such rest be required, same must be taken at terminal points after due notice to despatcher). Enginemen of freight trains will be given reasonable time for meals between terminals, on advising despatcher and obtaining permission. Time delayed to be deducted in computing overtime.

ART. 14. Coal on tenders to be shovelled ahead at Newington.

ART. 15. When enginemen are dismissed or suspended, they will be advised reason for such action, and a full investigation will be made, and men advised of decision within 10 days. Should investigation prove them blameless, they will be re-instated and paid for all time lost.

ART. 16. In cases when crews lose trips on account of trains being cancelled, or engine failure or other cause over which they have no control, they may be given special runs to make up for lost time.

ART. 17. Engineers and Firemen when their runs are away from home Sundays, may be allowed to come home passenger on application, if not required by the Company to work.

ART. 18. When Engineers cannot make, at least, Firemen's wages running, they shall have their right firing if same is requested.

ART. 19. Enginemen relieving No. 4 shunting in Sherbrooke Yard and Newington and assisting trains to be paid 10 miles per each hour's work, at main line rates, and men allowed to finish day in shops at shop's rates. If this work is done by regular switching crew, switching rates will apply.

ART. 20. Enginemen of No. 4 train, as scheduled at the present time, running through Levis, to Sherbrooke to be relieved at Newington on arrival, but in cases when no men are available for this purpose the enginemen arriving will take train to Sherbrooke as heretofore, it being understood that this arrangement in regard to relieving Enginemen of No. 4 at Newington, is only

intended to apply when this train is, as on the present winter and summer schedule, doing shunting at Thetford Mines, etc., but should a change be made in the running of this train, which would practically shorten the time. the arrangement for relieving men at Newington will no longer apply.

ART. 21. Enginemen owing to accident or illness while away from Newington may ask to be relieved, the Company paying time of men travelling as passenger to relieve them. Junior spare men when senior men are not available, sent to relieve on any run (except the run to Newington), will be entitled to the run for ten days, unless the regular man reports for duty sooner, if after ten days a senior spare man should claim the run, he shall have to travel at his own expense.

Agreement between Federal Labour Union of Canada, No. 8, Medecine Hat, Alta., and Employers.

1. The minimum wage for labourers shall be 27 1-3 cents per hour.

2. A day's work shall consist of ten hours. On Saturdays, from 1st April to 1st October, it shall consist of six hours, that is, from 7 a. m. to 1 p. m.

3. Overtime shall be paid as follows:— From 6 p. m. to 12 midnight, time and one-half. From 12 midnight to 7 a. m., Sundays and all public holidays, double time. On Saturdays, from 1st April to 1st October, 1 p. m. to 12 midnight, time and one-half.

4. All labourers shall be paid at least every two weeks in current coin of the realm, and during work hours.

5. Union men shall receive the preference whenever available. The Union shall be allowed to use every legitimate means to persuade non-Union men to join the Union. In the event of trouble arising between employers and employees, the trouble shall be settled by arbitration as soon as both parties (employer and employee) have received due notice.

6. That these rules shall take effect on May 8th, 1907, and at least one month's notice shall be given on either side for any alteration in these rules.

Agreements between Builder's Association and Brick Layer's Union No. 7, and Stone Masons No. 14 of Ottawa.

On May 27, 1907, the following agreement was signed between the Builder's Association of Ottawa, Ont. and the Bricklayers Union (No. 7) and Stone Masons' Union (No. 14) of Ottawa, affiliated with the Bricklayers and Masons International Union of America:

SECTION 1. That the wages of Bricklayers and Masons from the date of this agreement to May 1st, 1908, shall be forty-seven cents per hour, and from May 1st, 1908, to May 1, 1909, fifty cents per hour; nine hours to constitute a day's work for the first five days in the week and five hours on Saturday.

SEC. 2. Except in cases of extreme emergency, no work shall be done between the hours of five p. m. and seven a. m. Emergency work shall be paid at the rate of time and one-half. The shop steward and employer shall determine what constitutes emergency work.

SEC. 3. All wages shall be paid before five o'clock on the regular pay day, time to close on the night before pay day, all waiting to be paid at the rate of double time.

SEC. 4. Any member of the Journeyman's Union taking out a withdrawal card for the purpose of Contracting, shall be entitled to membership only by paying full initiation fee.

SEC. 5. Members of the Association shall be in the employment of workmen, give preference to the members of the B. M. I. U., the Union to be composed of strictly journeymen.

SEC. 6. All work done after 12 o'clock noon Saturday, and up to 7 a. m. Monday morning, Christmas, New Year's and Labor Day shall be paid double time.

SEC. 7. All repair work done by owners by the day shall be charged ten cents per hour extra. This shall not apply to mills or factories, or to Government or city work.

SEC. 8. That the members of the Union shall bind themselves to at all times pay strict attention to prospective builders, and use every means and influence to have them employ none but Union workmen.

SEC. 9. It is agreed that not more than two members of the same firm shall be permitted to work with the tools.

SEC. 10. When there is any dispute between a member of the Builders' Exchange and a proprietor, no member of the Union, when officially notified, shall continue to work on the job in dispute until otherwise instructed by order of the Joint Arbitration Committee.

SEC. 11. Such masonry work as specified in the Constitution of the B. M. L. U., shall be considered Bricklayers and Masons work.

SEC. 12. The Builders' Exchange and the members of the Union shall be furnished with a copy of the by-laws of the Union and a copy of the constitution of the B. M. L. U., and this agreement.

SEC. 13. In case of a dispute arising between an employer and an employee, parties to this agreement, no strike or stoppage of work shall be permitted. DISPUTES that cannot be settled by the shop steward shall at once be referred to the Joint Arbitration Committee, whose decision shall be final. Said decision to be rendered within forty-eight hours after all evidence has been presented bearing upon the question in dispute.

SEC. 14. This agreement shall stand in full force and effect until May 1st, 1909. If any change is desired by either party, notice thereof in writing shall be given three months previous to the date of its expiration.

SEC. 15. Any firm having been established in the City of Ottawa for two years or more and employing two or more Bricklayers or Masons during the whole of the second season may have an apprentice. If established four years and employing five or more Bricklayers or Masons, it may have two apprentices, who must serve four years under Indentures.

SEC. 16. No member of these Unions shall be interfered with when inquiring after the cards of men working on any job for a Building Contractor.

SEC. 17. When Bricklayers or Masons are discharged they shall be paid at once, any violation of this rule entitles the Bricklayer or Mason to waiting time at the regular rate of wages for every hour he has to wait for his money, providing he waits at the job, and leaves as soon as he is paid.

SEC. 18. That the Members as a whole shall not order any strike against the master Masons, all disputes arising between the parties to this agreement to be brought at once before the Arbitration Committee for settlement, said Committees to meet within forty-eight hours of the call of the Chairman of either side in the dispute.

SEC. 19. That the working code between the two Unions shall be strictly enforced.

Agreement between Maintenance of Way Employees and the Canadiain Pacific Railway Company—Effective, April 1st on Western Lines, May 1st on Eastern Lines.

During the month of May, 1907, an agreement was concluded between the Canadian Pacific Railway Company and Maintenance of Way employees throughout the system, containing the following rates of pay:—

ATLANTIC DIVISION.

TRACKMEN.

	Per Day.
Section Foreman:—	
At West St. John, Bay Shore, McAdam and Brownsville Junction Yards	$ 2.55
At Fairville Yards	2.45
At Woodstock and St. Stephen Yards	2.30
At all other points	2.15
Assistant Section Foremen in Yards	2.15
Sectionmen:—	
At West St. John, Bay Shore, Fairville and McAdam Yards	$ 1.65
At main line points in Maine	1.65
At all other points	1.55
Foremen Extra Gangs	$2.30 to 3.30
Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rate.	
Assistant Foremen extra gangs a minimum of	2.15
Section Foremen in charge of snow plows, while in operation	3.05

BRIDGE AND BUILDING MEN.

Foremen	$2.80 to $2.95
Bridgemen	$1.95 to 2.40
Carpenters	2.40
Foreman Painters	$ 2.70
Painters	$1.95 to 2.20

PUMPMEN.

	Per month.
Pump Repairers	$67.00
Pumpmen (one pump)	45.50
Pumpmen (two pumps)	55.50

Above rules and rates will not be changed unless on sixty days' notice given between the 1st day of May and the 1st day of November of any year.

EASTERN DIVISION.

TRACKMEN.

	Per Day.
Section Foremen:	
At Montreal (Place Viger), Glen Yard and Windsor Station, Hochelaga, Angus, Mile End and Outremont Yards	$ 2.60
At Ottawa (Union Station and Sussex St.) and N. Y. & O. Junction Yards	2.55
At Megantic, Farnham (Section 106) Carleton Junction and Smith's Falls Yards	2.50
At Sherbrooke, Richford, Newport, Quebec, Hull, Brockville and Prescott Yards	2.45
At Highlands, St. Johns, Montreal Junction, St. Luc Junction, Western Junction, Three Rivers Ste. Therese, Arnprior, Pembroke and Renfrew Yards	2.30
At all other points	2.15
Assistant Section Foremen in Yards	2.15
Sectionmen:—	
At Megantic, Sherbrooke, Richford, Newport, Farnham, (Section 106) Quebec, Montreal, (Place Viger, Glen Yard and Windsor Station) Hochelaga, Angus, Mile End, Outremont, St. Luc Junction, Montreal Junction, Western Junction, Ottawa (Union Station and Sussex Street), N. Y. & O. Junction, Hull, Carleton Junction, Smith's Falls, Brockville, and Prescott Yards	$ 1.65
At all other points	1.55
Foremen Extra Gangs	$2.30 to 3.30
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rate).	
Assistant Foreman Extra Gangs, a minimum of	2.15
Section Foreman in charge of snow plows, while in operation	3.05

BRIDGE AND BUILDING MEN.

Foremen	$2.80 to $2.95
Carpenters	2.40
Bridge and Building Men	$1.95 to 2.40
Foremen Painters	2.70
Painters	$1.95 to 2.20
Drawbridgemen	1.55
Signalmen, present rate and 15 cents per day	
Signal Repairmen, present rate and 20 cents per day.	

PUMPMEN.

	Per month.
Pump Repairers	$72.00 to 77.00
Pumpmen (one pump)	45.50
Pumpmen (two pumps)	55.50

Above rules and rates will not be changed unless on sixty days' notice given between the 1st day of May and the 1st day of November of any year.

ONTARIO DIVISION.

TRACKMEN.

	Per Day.
Section Foreman:	
At Toronto, Parkdale, Toronto Junction and North Toronto Yards	$ 2.60
At London East Yard	2.55
At Windsor, Havelock, Hamilton, Chatham, Owen Sound, Peterboro, Woodstock, London West, and Don (Sec. D 2) Yards	2.45
At Leaside Junction, Perth, Orangeville, Galt, Sharbot and Tweed Yards	2.30
At all other points	2.15
Assistant Section Foremen in Yards	2.15
Sectionmen:	
At Toronto, Parkdale, Toronto Junction, North Toronto, Leaside Junction, Don (Sec. D2), London East, Windsor, Havelock, Hamilton, Chatham, Owen Sound, Peterboro, Woodstock, and London West Yards	1.65
At all other points	1.55
Foremen Extra Gangs	$2.30 to 3.30
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rate).	
Assistant Foremen Extra Gangs, a minimum of	2.15
Section Foremen in charge of snow plows, while in operation	3.05

BRIDGE AND BUILDING MEN.

Foremen	$2.80 to 2.95
Carpenters	2.40
Bridgemen	$1.95 to 2.40
Foremen Painters	2.70
Painters	$1.95 to 2.20
Blacksmiths	2.45

Signalmen, present rate and 15c. per day.
Signal Repairmen, present rate and 20c. per day.

PUMPMEN.

	Per Month.
Pump Repairers, present rate and 15c. per day.	
Pumpmen (one pump)	$45.50
Pumpmen (two pumps)	55.50

Above rules and rates will not be changed unless on sixty days' notice given between the 1st day of May and the 1st day of November of any year.

LAKE SUPERIOR DIVISION.

TRACKMEN.

Section Foremen:	Per Day.
At Chalk River, North Bay, Sudbury, Webbwood, and Sault Ste. Marie Yards	$ 2.55
At Cartier, Chapleau, White River, and Schreiber Yards	2.60
At other points:—	
East of Cartier	2.20
West of Cartier	2.35
Sectionmen:—	
East of Cartier	1.60
Cartier and West	1.70
Foremen Extra Gangs	$2.45 to 3.45
(Foremen in charge of steel ballast, and other large or important extra gangs to receive maximum rate.)	
Assistant Foreman Extra Gangs:—	
East of Cartier, a minimum of	$ 2.20
West of Cartier, a minimum of	2.35
Section, Foremen in charge of snow plows, while in operation	3.20

BRIDGE AND BUILDING MEN.

Foremen	$2.95 to $3.20
Carpenters:—	
East of Cartier	2.50
West of Cartier	2.60
Bridgemen:—	
East of Cartier	$2.00 to $2.50
West of Cartier	$2.10 to $2.60
Foremen Painters:—	
East of Cartier	2.95
West of Cartier	3.20
Painters:—	
East of Cartier	2.15
West of Cartier	2.60

PUMPMEN.

	Per Month.
Pump Repairers	77.00 to 82.00
Pumpmen:—	
East of Cartier (one pump)	50.50
Cartier and West (one pump)	55.50
(For each extra pump add $5.00).	

Above rules and rates will not be changed unless on sixty days' notice given between the 1st day of May and the 1st day of November of any year.

CENTRAL DIVISION.

TRACKMEN.

Section Foremen:—	Per day.
At Winnipeg, Ft. William, Moose Jaw and Brandon Yards	$ 2.90
At Port Arthur, West Fort, Ignace, Kenora, Portage la Prairie, Souris, La Riviere, Estevan Regina, Broadview Yards	$ 2.70
At all other points	2.55
Assistant Section Foremen in yards	2.55
Sectionmen:—	
At Fort William, Winnipeg, Moose Jaw and and Brandon Yards	$ 1.75
At all other points	1.70
Foremen Extra Gangs	$2.55 to $ 3.55
(Foremen in charge of steel, ballast, and other large or important extra gangs to receive maximum rate.)	
Section Foremen in charge of snow plows, while in operation	3.30
Signalmen at Crossings	1.50
Signalmen at Interlocking Crossings	1.75

RBIDGE AND BUILDING MEN.

Foremen	$3.30 to $3 .55
Carpenters	$2.90 to 3.05
Bridgemen	$2.25 to 2.90
Blacksmiths	Railway Shop Rates
Foremen Painters	3.30
Painters	2.75

PUMPMEN.

	Per Month.
Pump Repairers	$78.00 to $88.00
(And 75c. per day for expenses when away from headquarters).	
Pumpmen (signle pumps)	51.50
Pumpmen (two pumps)	56.50
Pumpmen (three pumps)	61.50

Above rules and rates will not be changed unless on sixty days' notice between the 1st day of May and the 1st day of November of any year.

WESTERN DIVISION.

TRACKMEN.

Section Foremen:—	Per Day.
At Calgary	$ 2.90
At Swift Current, Medicine Hat, Macleod and Cranbrook Yards	2.70
From Crow's Nest to Kootenay Landing	2.65
At all other points	2.55
Assistant Section Foremen in Yards	2.55
Sectionmen:—	
Crow's Nest to Kootenay Landing and Calgary Yard	1.75
At all other points	1.70
Foremen Extra Gangs	$2.55 to 3.55
(Foremen in charge of steel, ballast, and other large or important extra gangs to receive maximum rate.)	
Assistant Foremen Extra Gangs, a minimum of	2.55
Section Foremen in charge of snow plows while in operation	3.30

BRIDGE AND BUILDING MEN.

Foremen	$3.30 to $3.55
Carpenters	$2.90 to 3.05
Bridgemen	$2.25 to 2.90
Blacksmiths	Railway Shop Rates
Foremen Painters	3.30
Painters	2.75

PUMPMEN.

	Per Month.
Pump Repairers	$78.00 to $88.00
(And seventy-five cents per day for expenses when away from headquarters.)	
Pumpmen (single pumps)	51.50
Pumpmen (two pumps)	56.50
Pumpmen (three pumps)	61.50

Above rules and rates will not be changed unless on sixty days' notice given between the 1st day of May and the 1st day of November of any year.

PACIFIC DIVISION.

TRACKMEN.

	Per Day
Section Foremen:—	
At Vancouver Yard	$2.90
At Vancouver (Section 1) New Westminster, North Bend, Kamloops, Revelstoke, Field, Rogers' Pass, Laggan, Nelson, Smelter Junction, Rossland, Eholt, and Phœnix Yards	2.70
At other points Kootenay Branches	2.65
At all other points	2.55
Assistant Section Foremen in yards	$2.55 to $2.65
Section:—	
At Vancouver Yard	$ 1.75
At all other points on Kootenay Branches	1.75
At all other points	1.70
Foremen Extra Gangs	$2.80 to 3.80
(Foremen in charge of steel, ballast, and other large or important extra gangs to receive maximum rate.)	
Assistant Foremen, Extra Gangs	$2.55 to 2.65
Section Foremen in charge of snow plows while in operation	3.30
Laborers, Extra Gangs (Permanent)	1.85
	Per Month.
Track Watchmen	$54.00 to $56.50
Switch Tenders, Kicking Horse Grade	54.00

BRIDGE AND BUILDING MEN.

	Per Day.
Foremen	$3.30 to $ 3.55
Carpenters	$2.90 to 3.05
Bridgemen	$2.50 to 2.90
Rivetters	$3.00 to 3.25
Foremen Painters	3.30
Painters	2.75
Bridge Watchmen, per month	54.00
Foreman Mason Gangs, per day	3.80
Stone Cutters	3.25
Masons	3.25
Blacksmiths	Railway Shop Rates.
Mason Laborers	present rate and twenty (20) cents per day.

PUMPMEN.

Pump Repairers, an increase of $5.00 per month over present rate.

Pumpmen (one pump) an increase of $5.00 per month over present rate.

Pumpmen (two pumps) an increase of $5.00 per month over present rate.

Pumpmen (three pumps) an increase of $5.00 per month over present rate.

Above rules and rates will not be changed unless on sixty days' notice given between the 1st day of May and the 1st day of November of any year.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during May, 1907:—

DOMINION REPORT.

Railway Statistics of Canada.

Railway Statistics of the Dominion of Canada for the year ended June 30, 1906. Ottawa: King's Printer, 1907. Pages, 125. Price, 10 cents.

THE Report on Railway Statistics of Canada for the fiscal year ended June 30, 1906, issued by the Department of Railways and Canals contains a number of comparative statistics relating to railways compiled from the returns which had been issued by the Department since 1875. Steps have been taken to present the statistical returns in future after the method adopted by the interstate Commerce Commission of the United States. The following figures indicate the condition of the railway system in 1906. There were 21,353 miles of track in operation, in addition to 743 miles of double track. On June 30, last, there were 3,071 miles of railway under construction as compared with 1,066 in 1905. There were 99,874 cars of all classes, of which 91,015 were fitted with automatic couplers and 85,616 with air brakes. Since 1875, the number of passengers carried has increased from 5,190,416 to 27,989,782, and the amount of freight carried from 5,670,837 to 57,966,713 tons. There were 361 fatal accidents in 1906, occurring to 16 passengers, 139 employees, and 206 other persons. In 1905, there were 35 passengers, 206 employees and 227 other persons killed on railways in Canada. Only one passenger in 1,749,361 was fatally injured.

NOVA SCOTIA REPORT.

Mining Statistics of Nova Scotia.

Report of the Department of Mines, Nova Scotia, for the year ended 30th September, 1906. Halifax, N. S., King's Printer, 1907. Pages, 92.

In the last Report on the Mines of Nova Scotia, the following summary is given of the mineral production of the province for the year ended September 30th, 1906, compared with that for the previous year.

	Year ended Sept. 30, 1905.	Year ended Sept. 30, 1906.
	oz.	oz.
Gold	15,550	15,046
	tons.	tons.
Iron ore, tons of 2,240 lbs.	73,600	648,042
Manganese ore	22	1½
Coal raised	5,050,420	5,866,605
Coke made	367,778	508,082
Gypsum	197,292	247,840
Limestone	274,002	400,584
Barytes	4,500	3,500
Moulding sand	230	1,460
Copper Ore	.....	190

The coal mines of Nova Scotia during the year gave employment to 12,123 persons who performed 3,290,998 days' labour. These workpeople were employed by 17 companies.

ONTARIO REPORTS.

Factory Inspection in Ontario.

Reports of Factory Inspectors of Ontario for 1906, Toronto, King's Printer, 1907; pages 73.

Reports of Factory Inspectors of Ontario for 1906 state that industrial prosperity was greater than previous years, and practically no manufacturing establishments were idle through the lack of demand for their products. The list of industrial accidents reported to the Inspectors of factories is given as 636. Many of these are, however, rather of a serious nature. It was stated that many children were found employed in factories, but in nearly all cases proper age certificates were obtained when required. There were many applications for overtime permits. Permission was granted where sufficient reason was given, but the employers were always refused permission to allow female employees to work after 10 p. m.

Water Power at Niagara Falls.

Twenty-first Annual Report of the Commissioners for the Queen Victoria Niagara Falls Park, 1906. Toronto, King's Printer, 1907; pages 39.

In the report of the Commissioners for Queen Victoria Niagara Falls Park, mention was made of the action of the State Legislature of New York, and of the United States Congress in the prevention of an excessive quantity of water in the Niagara River being appropriated by electrical power companies, and an Act is given in full which was passed by the United States Government last June for this purpose, stating that the Canadian corporations which have obtained franchises to develop the water power of Niagara River within the limits of the park have already expended nearly seventeen millions of dollars on their task, and it is estimated that ten millions more will be required to complete their work. Up to the present time no action had been taken by the Companies which obtained their charters from the Dominion Government. Commissioners recommend that the bed and four shores of the Niagara River above the park limits as far as the mouth of the Welland River should be appropriated by the Government to preserve for all time the unobstructed flow of the Niagara River.

Mines in Ontario.

Report of the Bureau of Mines, 1906;] Volume 15, Part II; Toronto King's Printer, 1906.

Part II of the 15th Report of the Ontario Bureau of Mines is devoted to an account of the Clay Industry of Ontario. This account contains a description of the different kinds of clay, their physical properties, methods of manufacturing clay into bricks, pipes, pottery and cement, and other products, a list of the different manufacturers of clay products in the previous year, and an account of their operations.

UNITED STATES REPORT.

Industrial Conditions in Massachusetts.

Labour and Industrial Chronology in Massachusetts for the year ending September 30, 1906; Part vi., pages 389-644; Boston State Printers, 1907.

The Report of Labour and Industrial Chronology of Massachusetts for 1906 contains a report of strikes and lockouts, wages and hours of labour, trade unions, industrial changes and welfare work in each city and town of the State, arranged

in alphabetical order. The returns show that there was a still further tendency for a shorter working day, compared with each year, the nine hour day being substituted for a day of ten hours without change in wages, and an eight hour day for the nine hour schedule. The weekly half holiday during the summer months became almost general with the various industries and trades, and an early closing movement met with a generous response from employers. The most pronounced increase of wages was in the case of employees in transportation and textile industries.

Industrial Statistics of Ohio.

Thirtieth Annual Report of the Bureau of Labour Statistics of Ohio, for 1906. Springfield, Ohio, State Printers, 1907; pages 671.

The Report of the Ohio Bureau of Labour Statistics for 1906 contains reports of special investigations relating to prison labour, and the "sweating system" of Cleveland and Cincinnati, as well as the usual reports on free employment bureau and public employment offices. The manufacturing coal mining industries are also dealt with fully, and a portion of the report contains recent labour legislation and decisions of the Courts.

Among the laws given in this report which have been recently passed by the Government of Ohio are: one, for the regulation of private employment agencies, another to compel railroads to equip their locomotives with power driving breaks, one for the prevention of explosions in mines, and one for the prevention of the competition of prison labour with other labour. A law was passed providing that school teachers shall not receive less than $40.00 per month.

The "sweating system" was found to be prevalent in the production of women's and children's garments, and of cheap cigars.

OTHER REPORTS RECEIVED.

Ontario.—Thirty-eighth Annual Report of the Fruit Growers' Association of Ontario, 1906.

Thirteenth Annual Report of the Fruit Experiment Stations of Ontario, 1906.

Thirty-Seventh Annual Report of the Entomological Society of Ontario, 1906.

Annual Report of the Bee-Keepers' Association, 1906.

Documents and Correspondence regarding Petewawa Camp.

Reports of the Board of Game Commissioners for Ontario, 1906.

Fifth Annual Report of the Temiscaming and Northern Ontario Railway Commission, to December 31, 1906.

Report of the Operation of the Liquor License Acts, Ontario, for 1906.

Saskatchewan..—Journals. First Session of the First Legislative Assembly, 1906.

Great Britain.—Mines and Quarries: General Report and Statistics for 1906. Part 1. District Statistics.

Mines and Quarries. Reports of H. M. Inspector of Mines for the West Scotland District (No. 2) for 1906.

Mines and Quarries. Reports of H. M. Inspector of Mines for the Newcastle District (No. 3) for 1906.

Report of the Departmental Committee on Compensation for Industrial Diseases, 1907.

Germany.—Erhebung über die Arbeitszeit Binnenschiffahrts-Gewerbe, 1907.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

ONTARIO CASE.

Railway Servant severely punished

AS a result of a collision on the Grand Trunk Railway at Gourock, near Guelph, last September, between a fruit special and a passenger train in which three lives were lost, conductor Joseph Thompson, who was in charge of the fruit special, was put upon his trial for doing grievious bodily harm to the victims of the accident.

In the result the defendant was convicted of the charge upon which he was tried. As the case is of great interest

not only to railway employees and employers, but to the public as well, the following extracts are given from the address of the trial judge in sentencing the defendant.

"The crown, in its clemency, and with the full approbation of the court, determined not to put you upon trial for the more serious crime of man-slaughter, for which a true bill was found against you at a previous sitting at the court of assize, but to proceed against you upon the minor, though grave, charge upon which you had been convicted. Had the charge of manslaughter been pressed, it must, upon the evidence adducted at the present trial, have succeeded. The maximum punishment for manslaughter is imprisonment for life, the punishment for the crime of which you have been convicted is limited to five years and a fine of $400.

I was shocked to see that instead of the leniency of the crown being regarded with gratitude, it was made a ground of complaint as though you were being prosecuted, and, instead of admitting the violation of the rules laid down with the approval of the governor-general-in-council for your guidance, a violation which was proved by yourself more than once, you attempted to bolster up a defence by statements which nobody believed; and you apparently hoped that the jury might through prejudice against the railway company be false to their oaths and to their duty to their country.....The jury in your case listened to the call of duty alone and disregarding the appeal to sympathy, brushed aside by this defence, which was no defence in law or in morals.....

"I am unable to see the slightest sign of repentance on your part. Instead of repentance for your own crime you seek to cast all the blame upon others. For your own sake then I must cause some substantial punishment to be inflicted.

"But there is also to be considered the preventing of such offences—crimes—in the future. It is apalling to consider the number of persons whose lives are sacrificed every year on the lines of railway. I do not mean those who are slain upon the level crossing, though the list of these is terrible enough, but those upon the car or the engine, passenger, engineman or brakeman, sent to death or life-long suffering through the criminal neglect of those whose duty it is to protect them. More men are killed in Canada upon the railways every year through preventable causes, by reasons of sheer negligence than Canada lost in the Boer war. Day after day we hear of collision, pitch-in, starting without consideration as to whether there may not be some poor fellow in a place of danger. Day after day the butchery is going on and young and sturdy Canadians are lost to their country, killed or maimed.

"If this were the fault of the rules or regulations of the railway companies, then terrible were the guilt of those responsible for such rules and regulations, president, director, general manager or whomever they may be. Much of the slaughter, however, is due to sheer neglect, downright and inexcusable carelessness, of those who are entrusetd with the carrying out of those rules and regulations; and if you and your fellow trainsmen had used every ordinary care, the three men now lying in the grave as the result of your act might now be happy and useful citizens. Every legitimate means should be used to stop as far as possible the continuance of the present insufferable condition of affairs. It has been said that this is due in large measure to a widespread lack of discipline. If so, this must be improved.

"Looking now to the facts in your case, what do we find? You were a conductor of very long experience, a capable man in every sense of the word, so far as it indicates mental and physical power. You were on a choice route, which realized for you a rate of pay considerably higher than the average rate at which conductors on freight trains are paid (your remuneration was about $40 per week). Your hours were long—too long—though you had two clear days in the week of rest, the hours of the other five were nineteen to twenty per day, and sometimes more. You know that you had the right, under the rules to a rest of eight hours, once you had worked sixteen hours; and there can be no doubt that you continued on the route because of its renumerative character.....

"To my mind, the persons who even permitted you to work nineteen to twenty hours per day, day after day, five days in the week, were guilty of a gross wrong; the persons who made rules and regulations under which this was possible, are themselves almost or quite as guilty morally, perhaps legally, as yourself, of the death of these three poor victims. And I shall cause to be sent to crown authorities a copy of the proceedings at this trial, with a recommendation that all proper investigations be made and that the persons responsible, no matter what their position may be, be proceeded against, so far as the criminal law permits. It were wrong to punish an employee and allow the employer to go scot free, where both are at fault.

"But, however that may be, the defect, if there is one, in the rules under which you were working, does not exceuse you for the gross negligence you displayed....

"You caused the train to go on, knowing that unless the engineer did put in at Hespeler a collision was inevitable, and the lives of many passengers and employees would be endangered. You were wide awake then; and your conduct there and then was simply without excuse. The engineer, upon whom you try to throw the blame, knew, or might have known, as well as you the danger, but his negligence, if he was negligent—and that has yet to be tried—does not in the least relieve you.

"Then you are going forward with a full knowledge of the danger, when you sit down in your van, and, as you say, fell asleep. Had you remained awake you would, or might have, prevented the effect of your previous conduct. This is your plea—but you say you fell asleep. The sentry in front of an army set there to watch over the safety of his comrades is in no more responsible a position than you, who were placed in charge that you might guard the safety of passengers and the two train crews. If the sentry sleep, no excuse is accepted. The penalty is death. What is to be said of you? You have caused the death of three men, and your only excuse is that you fell asleep, and so were not able to see to it that the engeneer did put in at Hespeler. According to your story, you were awakened from sleep by a crash which told of death to your fellow workmen. Providentially, no passenger was injured, but that was due to no care of yours.

"I have reserved judgment thus long that I might carefully consider what the penalty is to be. I invited representatives from all quarters, and I have been waited upon by several of your former fellow-employees and by those on behalf of organizations of men in like employment. Some have advanced an argument which is, in effect, that accidents will happen, that men will be careless, and that no punishment, even the most severe, inflicted upon you would prevent the like recurring again. That argument, to my mind, defeats its own object. The railways must perhaps, by inevitable accident, produce casualties; dangerous they are, dangerous they must, to some extent, continue to be; but it is the duty of all to reduce to the very lowest the fearful toll of life and limb exacted. And I am of the opinion that if men in charge of dangerous engines are taught that if negligence on their part result in death or injury, punishment must inexorably follow, we shall cease to hear of so many horrors which could, and, therefore, should, have been prevented. The people must be protected. Men doing their duty in reliance upon their safety being secured by those placed on guard must be protected, and the sentinel must recognize his responsibility.....I refuse even to consider the exaction of a fine or to do anything which could even suggest that the stain of the blood that is on your hands can be washed out with money. And this is no prosecution with which

the railway company has anything to do, so that I should consider their loss in even the slightest way. You were prosecuted by the Crown for the protection of life.

"I shall direct your imprisonment....The term of imprisonment could in no case have been merely nominal —it would be intolerable if men in your position should think such negligence, resulting as this did, a mere trifle. It is hard to see any circumstances of mitigation, to discover anything which justifies me in reducing the punishment below the term mentioned in the act, but I am inclined to be merciful. I remember that you have not been guilty (so far as appears) of any similar offence, and I may be wrong, but I think it sufficient, but as regards yourself and as a warning to others, to inflict the punishment I am about to award. I can only trust that it may have some effect in checking the carnage which is horrifying our country at large.

"The sentence of the court is that you be imprisoned in the provincial penitentiary for the term of three years, and that you be then discharged."

(Rex v. Thompson; 11th May, 1907; Riddell, J.)

QUEBEC CASES.

Liability of Employer for Accident in another Province.

In the case noted at page 1057 of the March, 1906, number of the *Labour Gazette*, on an appeal by the defendant, the Court of Review affirmed the judgment at the trial in plaintiffs favour, awarding him $2,835.00 damages for personal injuries sustained in the employment of defendant, and holding that the law applicable to the case was that of the Province of Quebec, where the engagement of plaintiff was made, and not of the Province of New Brunswick where the accident happened.

(Lee v. Logan; 29th April, 1907; Court of Review).

Hours of Railway Employees.

The Court of Review sitting at Montreal recently affirmed a judgment of the Superior Court, Tellier, J., rendered on the 30th day of June, 1906, granting plaintiff $6,000 and costs.

Plaintiff's husband, Alexis Antaya, a locomotive engineer in the employ of the defendant, was killed, as was alleged, by reason of the fault and negligence of the defendant, whilst in the performance of his duty. The defence was, that, at the time of the accident, Antaya was already dead, in the cab of his engine, from heart failure, or that he had been drinking and had fallen asleep, or that he had not obeyed the signals with the result that his train was derailed and his life lost.

The proof established (1) That there was no guard-rail at the crossing, so that if a train was purposely thrown off the track by the watchman in charge of the crossing, it would not have been ditched and upset as in the present case; (2) That there was no light showing to warn deceased that the interlocking crossing switch was turned against him, and that he was in danger of jumping the track; and, (3). That the deceased had been on duty, continuously, from 7 in the morning, until 12:30 in the morning of the following day when the accident occurred. It was further established that deceased was an experienced, steady, sober man, 35 years of age, in perfect health and absolutely free from any organic disease as the autopsy proved.

(Salvail v. Quebec Southern Ry. Co.; 29th April, 1907).

Master Jointly and Severally Liable with Servant.

The Supreme Court of Canada has recently dismissed an appeal from the judgment of the Court of Appeals, noted at page 577 of the November, 1906, number of the *Labour Gazette*, whereby the master and his servant were held, jointly and severally, liable in damages for the negligence of the latter while in the course of his employment, from which damages were caused to plaintiffs.

(Turcotte v. Ryan; 26th May, 1907).

Damages for Lead Poisoning.

Plaintiff was employed by defendants, manufacturers of white lead, in their factory at Montreal, and brought suit to recover an idemnity of $1,500, caused by lead poisoning.

Plaintiff alleged that after working for a certain time in the factory, he suddenly swooned on the street from the effects of lead poisoning, and that he had to be taken home, where he lost his mind. Although he has now recovered, plaintiff claimed that his health would remain permanently affected, and that he would not be able to do the same work as before.

The jury, after hearing the evidence, which lasted a couple of days, came to the conclusion that there had been

negligence on both sides. They blamed the defendants for carrying on their industry in a building in course of construction, thereby causing an extra amount of lead dust to fly about, and plaintiff for not having used a respirator all the time. They estimated at $450, the damages sustained by the plaintiff, but having found that he hadcontributed towards his own misfortune to the extent of one-third, they reduced the indemity to $300.

(Boily v. Carter White Lead Co.; 20th May, 1907; Archibald, J.)

Damages for Wrongful Dismissal.

Plaintiff claimed to have been wrongfully dismissed from the employ of defendant, for whom he had been working as organizer and general agent for the Province of Quebec, and alleged he had suffered damages to the extent of $2,917.-54. The defence was that plaintiff had not fulfilled his duties; that he had repeatedly broken the by-laws of the company respecting the risks underwritten by him, and that he collected premiums of insurance which he had never paid into the company. There was a further plea that it was specially agreed between the parties that plaintiff was subject to eight days' notice which had been given him. Plaintiff was awarded $801.50 and costs.

(Laurence v. Jacques Cartier Mutual; 22nd April, 1907; Martineau, J.)

Obligation to Public.

A case involving some important and intricate points of law was recently disposed of in the Superior Court at Montreal. The plaintiff brought suit against the Eastern Townships' Bank, the Ware Company, Limited, and Charles Dagenais, contractor, to obtain an indemnity of $15,000 for the loss of her husband, who while in the employ of the Ware Company was killed on the 31st of May, 1906, by the falling of a section of a cornice of a building in course of demolition. The building, which belonged to the Eastern Township's Bank had been previously gutted by a fire. Realizing that the ruins were a menace to public safety, the City building inspector ordered them to be pulled down. The Bank by notarial deed turned over the work of demolition to Dagenais, who, according to the allegation of the plaintiff, was and is a fuel merchant and not a contractor. Previous, to this engagement the Bank had rented the arcade of the ruined building to the Ware Company for advertising purposes. While the work of demolition was going on, the Ware Company sent a gang of men, including the plaintiff's husband, to erect a billboard around the ruins according to custom. About 6 o'clock in the evening, as the men were about to leave work, a portion of the cornice facing St. James street fell, plaintiff's husband being buried beneath the debris, and dying while being conveyed to the hospital.

His widow brought suit against Dagenais on the ground that the work of demolition was negligently carried on by his men, against the Bank on the ground that it was responsible for the work of demolition, this being a public obligation, and that the Bank should have seen that the work was carried on by competent parties so as not to endanger public safety, and finally against the Ware Company, on the ground that it took no precautions to protect its men from the danger. The Bank pleaded by way of defence that they were discharged of any responsibility in the work of demolition by the notarial deed passed between it and Dagenais, while the Ware Company set forth in answer to the action that it was not aware of any danger, not having been notified that the building was going to be pulled down. The suit called for a decision on the point whether or not one can transfer a public obligation to a third party and not be responsible for its fulfilment. The jury came to the conclusion that the Bank and Dagenais were jointly responsible for the accident; the Bank in failing to control the demolition of the building and Dagenais in not taking the precaution of securing the cornice after removing the roof. The jury thought that upon the law and the evidence the Ware Company were not in fault. The jury estimated at $3,000 the damages sustained by the widow of the

victim and at $2,500, that suffered by his two minor children, making a total indemnity of $5,500, which the Bank and Dagenais were jointly and severally condemned to pay.

(Collet v. E T. T. Bank *et al*; 2nd May, 1907; Charbonneau, J.)

ENGLISH CASES.

Forfeiture of Wages.

The plaintiff was a putter in the service of a colliery company, his duty being to draw coal in tubs underground. His wages depended on the number of tubs drawn, and were payable fortnightly on the Friday following the end of each fortnight, a statement of the wages due, called a pay note, being handed to each workman on the preceding day. The total amount of work done each day was ascertained daily. On Thursday, July 12, 1906, pay notes were handed to the putters showing the wages due for the fortnight ending on July 7. A dispute arose as to the amount due to one of the putters, and in consequence on the Friday the putters declined to work, thus laying the pit idle. The putters were then informed that they had broken their contracts and forfeited all wages since the conclusion of the previous fortnight. On the following Monday the putters presented themselves for work, but were refused unless they signed on afresh. By arrangement, however, they resumed work on the next day. The plaintiff claimed for four days' wages, from July 9 to 12 inclusive, and damages for breach of contract in not allowing him to work on the Monday, contending upon the latter point that laying the pit idle for a day or two was, to the knowledge of the defendants, common practice, and did not amount to a repudiation of the contract of service. The Court held that the plaintiff was not entitled to recover for breach of contract, the refusal of the men to work justifying their dismissal; but that as each day's wages became due daily, though not payable until the end of the fortnight, he was entitled to recover the four days' wages.

(Parkin v. South Hetton Coal Co.; 23rd March, 1907; Divisional Court).

NEWFOUNDLAND CASE.

Violation of Bait Act.

In the case noted at page 698 of the December, 1906, number of the *Labour Gazette*, an appeal was taken on behalf of the defendants to the Supreme Court of Newfoundland, as a test case on the constitutionality of the Newfoundland Bait Act.

The question involved is a very important and far-reaching one, comprising as it does, the rights of United States fishermen under the treaty of 1818 between Great Britain and the United States and the modus vivendi of 1906.

Under the enforcement of the Colonial Bait Act of 1906, Americans were prohibited from engaging Newfoundlanders within the three mile limit unless the colonial fishermen held a license. To circumvent these regulations the Americans engaged colonial fishermen outside the three mile limit, but afterwards continued them in their employment within the limit, contending that they had a perfect right to do this under the terms of the modus vivendi.

Last autumn, two Newfoundland fishermen, Dubois and Crane, were convicted under the provisions of the Act. Judgment has recently been given upon the appeal, the Supreme Court of Newfoundland holding that the convictions were right and are bound by local laws. The Court, also, held that the treaty of 1818 and the modus vivendi are not involved in the question, as the appellants are not American fishermen, and enjoy no exemption from colonial laws under these arrangements. It is understood that the question will be carried to the Privy Council by way of appeal.

(Rex v. Dubois *et al.*; 7th May, 1907; Supreme Court Newfoundland).

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

DEPARTMENT OF LABOUR.
DIRECTORY OF LABOUR ORGANIZATIONS, 1907

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Manitoba—			
Belmont	Bro. of Maintenance of Way Employees, Belmont Div., No. 365	Geo. Ayers	Hilton, Man.
Binscarth	Bro. of Maintenance of Way Employees, Yorkton Div., No. 197	J. Wesley	Harrowby, Man.
Brandon	Bricklayers and Masons' Inter. Union, No. 2	Joseph W. Hendry	Brandon, Man.
"	Amal. Society of Carpenters and Joiners, No. 817	W. H. Head	Box 814, Brandon, Man.
"	Bro. of Painters, Decorators and Paperhangers, No.	S. A. Veals	Brandon, Man.
"	Amal. Sheet Metal Workers' Inter. Alliance, No. 334	Geo. W. Kemp	Box 858, Brandon Man.
"	United Ass'n Plumbers, Gas and Steamfitters, No. 405	Alfred Skead	Brandon, Man.
"	Inter. Typo. Union, No. 656	E. H. Hebel	Brandon, Man.
"	Cigarmakers' Inter. Union, No. 378	J. H. Waldron	Box 821, Brandon, Man.
"	Order of Railroad Conductors, No. 464	Thos. Brownlee	Brandon, Man.
"	Bro. of Loco. Engineers, No. 667	Sydney Thorne	Brandon, Man.
"	Bro. of Loco. Firemen, Wheat City Lodge, No. 464	C. H. Smith	Brandon, Man.
"	Bro. of R. Trainmen, Brandon Lodge, No. 394	Frank Price	Brandon, Man.
"	Bro. of Ry. Carmen, No. 339	Geo. Bradbier	Brandon, Man.
"	Journeymen Barbers' Inter. Union, No. 573	A. H. Adams	532 Pacific Ave., Brandon, Man.
Broadview	Bro. of Maintenance of Way Employees, Broadview Div., No. 189	W. J. Hollands	Elkhorn, Man.
Elm Creek	Bro. of Maintenance of Way Employees, No. 119	John Montgomery	Elm Creek, Man.
Minnedosa	Bro. of Maintenance of Way Employees, Mind. Div., No. 163	Samuel Weir	Rapid City, Man.
Neepawa	Bro. of Maintenance of Way Employees, Neepawa Div., No. 370	A. W. Pollock	Berton, Man.
Portage La Prairie	Bro. of Maintenance of Way Employees, Brandon Div., No. 145	Geo. Seal	Box 391, Portage la Prairie, Man.
Plum Coulee	Bro. of Maintenance of Way Employees, Pembina Div., No. 194	John Donald	Pilot Mound, Man.
St. Boniface, Man	United Bro. of Carpenters and Joiners, No. 1688	O. Benoit	St. Boniface, Man.
Sifton	Inter. Bro. of M. W. Employees, Div., No. 379	C. J. Wallman	Dauphin, Man.
Souris	Amal. Society of Carpenters and Joiners, No.	Geo. Maddern	Souris, Man.
Tyndall	Journeymen Stonecutters' Assn.	W. Hollingsworth	Tyndall, Man.
Winnipeg	Bricklayers' and Masons' Inter. Union of Manitoba, No. 1	Joe Wheeldon	278 Good St., Winnipeg, Man.
"	United Bro. of Carpenters and Joiners of America, No. 343	Chas. Scott	Box 121, Winnipeg, Man.
"	Amal. Society of Carpenters, Branch No. 2	J. W. Hillings	242 Selkirk Ave., Winnipeg, Man.
"	Amal. Society of Carpenters and Joiners, No. 757	S. Mountford	Box 42, Inkster P.O., Man.
"	Norwood Branch Amal. Society of Carpenters and Joiners	Geo. Brighton	176 Fort St., Winnipeg, Man.
"	Bro. of Painters, Decorators & Paperhangers of A., No. 739	A. Britton	486 Ross Ave., Winnipeg, Man.
"	Wood, Wire and Metal Lathers' Union, No. 147	W. Simmons	144 Logan Ave., Winnipeg, Man.
"	Plasterers' Association, No. 334	Alex. Thomson	559 Langside St., Winnipeg, Man.
"	United Ass'n of Plumbers and Steamfitters, No. 62	Geo. Lister	78 Grace St., Winnipeg, Man.
"	United Ass'n of Plumbers, Gas and Steamfitters, No. 479	Robt. Johnstone	330 Boyd Ave., Winnipeg, Man.

Stonecutter's Assn. of N. A.	Jas. A. Buchanan	Box 245, Winnipeg, Man.
Hodcarriers and Builders' Labourers' Union, No. 227	John Welton	Rothgar Ave. & Pembina St., W., M
Iron Moulders' Union of N. A., No. 174	Harry Hindle	105 Salter St., Winnipeg, Man.
Inter. Ass'n of Machinists, No. 723	H. Thompson	605 Manitoba St., Winnipeg, Man.
Inter. Ass'n of Machinists, No. 189	C. Russell	188 Carlton St., Winnipeg, Man.
Inter. Ass'n of Machinists, No. 122	H. Powles	1386 Elgin St., Winnipeg, Man.
Inter. Bro. of Electrical Workers, No. 435	F. Small	354 Elgin Ave., Winnipeg, Man.
Amal. Society of Engineers, No. 664	R. W. Wakeham	88 McDonald St., Winnipeg, Man.
Inter. Bro. of Electrical Workers, No. 166	Joe Ballantine	72 Robinson St., Winnipeg, Man.
Bridge Structural and Architectural Car Works' Union, No. 82	J. Boyd	54 Dagmar St., Winnipeg, Man.
Inter. Bro. of Blacksmiths' Helpers, No. 335	H. Kethro	290 Rietta St., Winnipeg, Man.
Inter. Bro. of Blacksmiths (Railroad), No. 147	R. Anderson	713 Elgin St., Winnipeg, Man.
Journeymen Horseshoers' Union, No. 83		Winnipeg, Man.
Inter. Bro. of Boiler Makers and Shipbuilders, No. 126	R. Heggie	595 Pacific Ave., Winnipeg, Man.
Bro. of Boilermakers, No. 451	F. Currie	715 Logan Ave., Winnipeg, Man.
Int. Bro. of Boilermakers and I. S. B., Helpers Div., No. 127	W. Powell	689 Henry St., Winnipeg, Man.
Amal. Sheet Metal Workers' Association, No. 31	J. W. H. Jamieson	562 Corydon St., Winnipeg, Man.
Teamsters' Inter. Union, No.		Winnipeg, Man.
Inter. Union of Steam Engineers, No. 258	Thos. Sinclair	61 May St., Winnipeg, Man.
Inter. Bro. of Steam Shovel Engineers and Cranemen, No.		Winnipeg, Man.
Inter. Typo. Union, No. 191	K. Mc Kim	Box 770, Winnipeg, Man...
German-American Typo. Union, No. 23	Joseph Kun	636 Logan Ave., Winnipeg, Man.
Printing Pressmen's Assistants and Feeders' Union, No. 87	T. S. Ezart	487 Simcoe St., Winnipeg, Man.
Inter. Brotherhood Bookbinders	R. G. Nicol	195 Gomez St., Winnipeg, Man.
Mailers' Union, No. 27	Cyrus P. Oliver	Suite 1, Pembina Blk., Ellice Ave., Winnipeg, Man.
Stereotypers' and Electrotypers' Union, No. 59	J. F. Grassick	660 Maryland St., Winnipeg, Man.
Inter. Photo. Engravers, Local No. 37	W. S. McKellar	43 Ashburn St., Winnipeg, Man.
Journeymen Tailors' Union of America, No. 70	T. D. Middlemiss	413 Dufferin Ave., Winnipeg, Man.
United Garment Workers of America, No. 35	Ella Sheppel	368 Notre Dame St., Winnipeg, Man.
United Bro. of Leather Workers, No. 154	H. Peter	414 Alexander Ave., Winnipeg, Man.
Journeymen Bakers' and Confectioners' Union, No. 34	D. C. Jonason	830 Elgin Ave., Winnipeg, Man.
Cigar Makers' International Union, No. 414	W. J. Wardell	353 Pritchard St., Winnipeg, Man.
Commercial Telegraphers' Union, No. 50	H. P. Phillips	420 Notre Dame Ave., Winnipeg, Ma.
Order of R. Conductors, North Star Div., No. 47	D. G. McKay	846 Main St., Winnipeg, Man.
Bro. of Loco. Engineers, City of Winnipeg Div., No. 76	W. J. Edwards	468 Flora Ave., Winnipeg, Man.
Bro. of Loco. Engineers, Atikokan Div., No. 583	Wm. Crawford	574 Belmont St., Winnipeg, Man.
Bro. of Loco. Firemen, Northern Light Lodge, No. 127	A. Bedard	813 Winnipeg Ave., Winnipeg, Man.
Bro. of Loco. Firemen, Ft. Garry Lodge, No. 597	Walter Virtue	English Chop House, Winnipeg, Man.
Bro. of R. Trainmen, J. M. Egan Lodge, No. 223	M. N. Noble	419 Selkirk St., Winnipeg, Man.
Bro. of R. Trainmen, Beaver Lodge, No. 691	D. L. Foster	166 Notre Dame St., Winnipeg, Man.
Bro. of Maintenance of Way Employees, Winnipeg Div., No. 207	James McLellan	817 Logan Ave., Winnipeg, Man.
Inter. Bro. of M. W. Employees, Div. No. 323	F. Finnson	Woodridge, Man.
Bro. of Ry. Carmen, No. 371	A. Williams	160 Clark St., Winnipeg, Man.
Bro. of R. Carmen of America, Jubilee Lodge, No. 6	E. Wm. Weeks	389 Stella Ave., Winnipeg, Man.
Amal. Ass'n. of St. Ry. Employees of America, No. 99	H. P. Kinney	641 Bannatyne St., Winnipeg, Man.
Draymen's Union, No. 1	Sam. Pritchard	63 Edward St., Winnipeg, Man.
Federated Ass'n of Letter Carriers, No. 7	H. Lillington	428 Maryland St., Winnipeg, Man.
International Alliance of Theatrical Stage Employees, No. 63	C. F. Spence	486 Notre Dame St., Winnipeg, Man.
Bartenders' Inter. League, No. 322	J. E. Davies	525 Spence St., Winnipeg, Man.
Journeymen Barbers' Inter. Union, No.	Douglas Sinclair	Winnipeg, Man.
Retail Clerks Inter. Pro. Ass'n., No. 832	H. A. Paul	360 Flora Ave., Winnipeg, Man.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

DEPARTMENT OF LABOUR.
DIRECTORY OF LABOUR ORGANIZATIONS, 1907

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Manitoba—Con.			
Winnipeg	Musicians' Pro. Association, No. 190	A. H. Hutchinson	49 Stobart Block, Winnipeg, Man.
"	Brotherhood Railway Storeman	W. Colbourne	426 Alexander, Winnipeg, Man.
"	Winnipeg Federal Labour Union, No. 12	C. Buck	575 Dufferin St., Winnipeg, Man.
Saskatchewan—			
Arcola	Inter. Bro. of M. W. E., Div. No. 108	Wm. McKeever	Carlyle, Sask.
Humboldt	Bro. of Maintenance of Way Employees, No. 350	Frank Story	Kansack, Sask.
Lipton	Inter. Bro. of M. W. Employees, Div. No. 133	Stephen Richmond	Lipton, Sask.
Moosejaw	Bricklayers and Masons' Inter. Union, No. 2	Geo. H. Brattan	Box 31, Moosejaw, Sask.
"	United Bro. of Carpenters and Joiners, No. 1783	T. Stott	Box 57, Moosejaw, Sask.
"	United Ass'n of Plumbers and Steamfitters, No. 264	W. Russell	Moosejaw, Sask.
"	Inter. Ass'n. of Machinists, Moose Jaw Lodge, No. 639	John A. McIntyre	Box 31, Moosejaw, Sask.
"	Inter. Typo. Union, No. 627	Edw. Bargman	Cr. The Times, Moosejaw, Sask.
"	Order of R. Conductors, Moose Jaw Div., No. 393	Geo. Wilcox	Moosejaw, Sask.
"	Bro. of Loco. Engineers, Thunder Creek Div., No. 510	John McAllister	Box 164, Moosejaw, Sask.
"	Bro. of Loco. Firemen, No. 521	Percy Baker	Moosejaw, Sask.
"	Bro. of R. Trainmen, Prosperity Lodge, No. 34	J. A. Erwin	Moosejaw, Sask.
"	Bro. of Maintenance of Way Employees, Moose Div., No. 127	George Armstrong	Box 94, Moosejaw, Sask.
"	Carmen's Union of America, No. 204	R. Jackson	Box 165, Moosejaw, Sask.
North Battleford	Bro. of Railroad Trainmen, No. 751	L. Lafrance	N. Battleford, Sask.
Oxbow	Bro. of Maintenance of Way Employees, West Souris Div., No. 174	W. D. Muirhead	Box 46, Estevan, Sask.
Prince Albert	Federal Labour Union, No. 4	Jas. Walton	Prince Albert, Sask.
"	Amal. Society of Carpenters and Joiners, No.	W. Wortley	Prince Albert, Sask.
Regina	Bricklayers' and Masons' Union, No. 1	D. T. McColl	Box 537, Regina, Sask.
"	Amal. Society of Carpenters and Joiners, No.	A. S. Wells	Box 614, Regina, Sask.
"	Bro. of Painters, Decorators and Paperhangers, No.	Henry Waters	Regina, Sask.
"	United Ass'n Plumbers, Gas and Steamfitters, No. 179	Geo. T. Walker	Box 398, Regina, Sask.
"	Inter. Typo. Union, No. 657	J. D. Simpson	Regina, Sask.
"	Retail Clerks' and Salesmen's Association	F. X. Xush	Regina, Sask.
Sintaluta	Inter. Bro. of M. W. Employees, Div. No. 250	E. Mitchell	Sintaluta, Sask.
Saskatoon	Inter. Bro. of M. W. Employees, Div. No. 318	T. Canty	Warman, Sask.
"	Inter. Typo. Union, No. 663	A. H. England	Saskatoon, Sask.
"	Amal. Society of Carpenters and Joiners, No.	R. J. Davis	Box 408, Saskatoon, Sask.
Weyburn	Bro. of Maintenance of Way Employees, No. 171	A. Rennick	Rouleau, Sask.

Alberta—			
Bellevue	Miners' Union, No. 431, (U.M.W. of A.)	E. Jones	Bellevue, near Frank, Alta.
Calgary	Bricklayers' and Masons' Inter. Union, No. 2	David Hoare	426 12thAve., W., Calgary, Alta.
"	Amal. Society of Carpenters and Joiners, No. 811	A. Brown	Box 857, Calgary, Alta.
"	United Bro. of Carpenters and Joiners of A., No. 1779	Ernest Yate	Box 718, Calgary, Alta.
"	Inter. Plasterers' Union, No. 324	Wm. Sutherland	Calgary, Alta.
"	Int. Bro. of Painters and Decorators, No. 583	H. Stewart	Box 880, Calgary, Alta
"	Inter. Hod Carriers and Bldg. Labourers' Union, No. 202	Alex. S. Ritchie	9th Ave. W., Calgary, Alta.
"	Journeymen Stonecutters' Union	J. Simson	Box 492, Calgary, Alta.
"	Amal. Society of Engineers, No.	J. Kneeshaw	Calgary, Alta.
"	Inter. Bro. of Electrical Workers, No.	Charles Rourke	Calgary, Alta.
"	Bro. of Boilermakers and I. S. B., No. 392	J. Maddick	Box 922, Calgary, Alta.
"	Wood, Wire and Metal Lathers' Inter. Union, No. 221	Henry Thorne	Calgary, Alta.
"	United Ass'n of Plumbers, No. 496	Harvey Lawson	Calgary, Alta.
"	Inter. Ass'n. of Machinists, No. 357	Alfred Sadler	Box 415, Calgary, Alta.
"	Bro. of Boilermakers and Iron Ship Builders, Helpers' Division, No 201	J. Hantzinger	Box 639, Calgary, Alta.
"	Int. Bro. of Blacksmiths, No. 281	Sidney Mitchell	Box 1473, Calgary, Alta.
"	Shirt, Waist and Laundry Workers' Union, No. 14	Emma Roberts	Calgary, Alta.
"	Order of Railway Conductors, No. 463	J. H. Campbell	Box 669, Calgary, Alta.
"	Bro. of Ry. Carmen, Ladysmith Lodge, No. 42	Edgar McLeod	Box 10, Calgary, Alta.
"	Stationary Engineers' Ass'n	Ernest Gale	Calgary, Alta.
"	Inter. Typo. Union, No. 449	J. Pearson	Box 1029, Calgary, Alta.
"	Printing Pressmen's Union, No. 201	S. Tivey	Box 1045, Calgary, Alta.
"	Tailors' Union, No. 194	B. B. Lockwood	Box 491, Calgary, Alta.
"	Soap Workers' Union, No. 12279	F. Alkins	Calgary, Alta.
"	Bro. of Railroad Trainmen, No. 663	Jas. Carson	Calgary, Alta.
"	Bro. of Maintenance of Way Employees, No. 161	J. H. Carder	Box 309, Calgary, Alta.
"	United Bro. of Leather Workers on Horse Goods, No. 97	F. A. Boyd	Box 765, Calgary, Alta.
"	Bro. of Loco. Engineers, No. 355	Wm. Coleman	Calgary, Alta.
"	Bro. of Loco. Firemen, No. 635	Wm. G. Kent	Calgary, Alta.
"	Inter. Bro. of Teamsters, No. 211	Melvin E. Scott	Calgary, Alta.
"	Western Canadian Federal Union	Arthur Smart	Calgary, Alta.
"	Calgary Musical Ass'n., No. 53	Robt. Mackay	Calgary, Alta.
"	Amal. Sheet Metal Workers' Int. Alliance, No. 254	J. H. Pook	Box 1439, Calgary, Alta.
"	Journeymen Barbers' Int. Union, No. 230	G. W. Miller	Box 476, Calgary, Alta.
"	Inter. Quarry Workers' Union, No.	John Wright	Calgary, Alta.
Coleman	Miners' Union, No. 2633	Chas. Brooks	Coleman, Alta.
Edmonton	Bricklayers' and Masons' Union, No. 1	M. H. McCray	Box 295, Edmonton, Alta.
"	United Bro. of Carpenters and Joiners of A., No. 1325	P. C. Foley	Edmonton, Alta.
"	Amal. Society of Carpenters and Joiners, No.	H. Woollam	Box 581, Edmonton, Alta.
"	Painters and Decorators' Union, No. 1016	S. Crompton	Edmonton, Alta.
"	United Ass'n. of Plumbers, Gas and Steamfitters, No. 488	J. R. Hunkback	Box 468, Edmonton, Alta.
"	Journeymen Stonecutters' Association	John Smith	Queen's Hotel, Conjuring Creek, Edmonton, Alta.
"	Operative Plasterers' Union, No.		
"	Hod Carriers and Builders Labourers' Inter. Union	J. G. Parks	Edmonton, Alta.
"	Inter. Bro. of Blacksmiths, No. 243	Robert MacDonald	1135 Third St., Edmonton, Alta.
"	Bro. of Electrical Workers, No.	F. Scarlett	Edmonton, Alta.
"	Inter. Typo. Union, No. 604	Wm. J. Powers	Edmonton, Alta.
"	Journeymen Tailors' Union, No. 233	H. W. Marsh	Cr. Lalonde & Co., Edmonton, Alta.
"	Cigarmakers' Inter. Union, No. 461	E. A. Sexton	Box 247, Edmonton, Alta.
"	Lathers' Inter. Union, No. 205	Roy E. Curtis	Edmonton, Alta

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Alberta—Con.			
"	Hotel and Restaurant Employees' Inter. Alliance, No. 55	F. A. Cooper	Edmonton, Alta.
"	Journeymen Barbers' Union, No.	W. Coughlan	Edmonton, Alta.
"	Teamsters' Union, No. 213	H. E. Floen	Edmonton, Alta.
"	Team Owners' Coal Handlers Ass'n.	Chas. R. Phelan	Edmonton, Alta.
Exshaw	Amal. Society of Carpenters and Joiners, No.	D. Dawson	Exshaw, Alta.
Frank	Frank Miners' Union, No. 1263	John A. McDonald	Blairmore, Alta.
"	Frank Miners' Union, No. 152	D. G. McKenzie	Frank, Alta.
Grassy Lake	Bro. of Maintenance of Way Employees, Prairie Div., No. 135	J. Carlson	Macleod, Alta.
Gleichen	Bro. of Maintenance of Way Employees, No. 363	D. N. McTavish	Medicine Hat, Alta.
Lille	Miners' Union (U. M. W.), No. 1233	Wm. H. Jennings	Lille, Alta.
Lethbridge	Bricklayers', Masons and Plasterers' Union, No. 3	R. A. Cuthbertson	Lethbridge, Alta.
"	United Bro. of Carpenters and Joiners, No. 1681	Percy W. Barton	Box 456, Lethbridge, Alta.
"	United Mine Workers, No. 574	B. G. Hamilton	Lethbridge, Alta.
"	Brewery Workers' Inter. Union, No.	D. J. McCormick	Lethbridge, Alta.
"	Federal Labour Union, No. 1	Gus. Neidig	Box 243, Lethbridge, Alta.
"	Federal Labour Union, No. 12058	T. Kelly	Lethbridge, Alta.
Lundbreck	United Mine Workers' Union, No. 2275	Wm. Adlam	Windsor Hotel, Lundbreck, Alta.
Medicine Hat	United Bro. of Carpenters and Joiners, No. 1061	W. R. Simmons	Medicine Hat, Alta.
"	Inter. Ass'n. of Machinists, No. 160	C. L. Shaw	Medicine Hat, Alta.
"	Bro. of Ry. Carmen, Coronation Lodge, No. 174	Anthony Forester	Medicine Hat, Alta.
"	Order of R. Conductors, Mountain Div., No. 255	Thos. C. Blatchford	Medicine Hat, Alta.
"	Bro. of Loco. Engineers, Saskatchewan Div., No. 322	R. D. Smith	Medicine Hat, Alta.
"	Bro. of Loco. Firemen, Can. Lodge, No. 392	W. L. Ripley	Post 102, Medicine Hat, Alta.
"	Bro. of Ry. Trainmen, Charity Lodge, No. 304	W. R. Coursey	Medicine Hat, Alta.
"	Federal Labour Union, No. 8	P. B. Carey	Medicine Hat, Alta.
"	Bro. of Maintenance of Way Employees, No. 125	D. H. Johnston	Maple Creek, Sask.
Red Deer	Amal. Society of Carpenters and Joiners, No.	J. M. Bowen	Box 332, Red Deer, Alta..
"	Inter. Union of Steam Engineers, No. 266	Horace Meers	Red Deer, Alta.
"	Bro. of Maintenance of Way Employees, Red Deer Div., No. 198	T. E. Smith	Olds, Alta.
Strathcona	United Bro. of Carpenters and Joiners, No. 1109	Ed. Snow	Strathcona, Alta.
Taber	United Mine Workers of A., No. 102	John Bishop	Taber, Alta.
Vermillion	Bro. of Maintenance of Way Employees, No. 494	Jas. Rodda	Vermillion, Alta.
British Columbia—			
Ashcroft	Bro. of Maintenance of Way Employees, Ashcroft Div., No. 210	H. J. Baker	Savona, B. C.
Camp McKinney	Miners' Union, No. 43, (W. F. of M.)	Robt. Barrow	Camp McKinney, B. C.
Camborne	Camborne Miners' Union, No. 194	W. R. Baker	Camborne, B. C.
Cumberland	Miners' Union	G. W. Richards	Cumberland, B. C.
Cranbrook	United Bro. of Carpenters and Joiners, No. 1241	Fred Quill	Cranbrook, B. C.
"	Int. Ass'n. of Machinists, No. 588	Wm. P. McDonald	Cranbrook, B. C.
"	Order of R. Conductors, Elk River Div., No. 407	J. R. McNabb	Cranbrook, B. C.
"	Bro. of Loco. Engineers, No. 563	Thos. Wardman	Box 58, Cranbrook, B. C.

"	Bro. of Loco. Firemen, No. 559	W. A. Rose	Cranbrook, B. C.
"	Bro. of Loco. Trainmen, Buckley Lodge, No. 585	D. McLean	Box 83, Cranbrook, B. C.
"	Bro. of Ry. Carmen, Kootenay Lodge, No. 173	John S. Brake	Cranbrook, B. C.
"	Bro. of Maintenance of Way Employees, Cranbrook Div., No. 229	Scott McDonald	Cranbrook, B. C.
"	Industrial Workers of the World	F. D. Culver	Cranbrook, B. C.
Duncan	Cowichan Federal Union, No. 7	Rev. C. M. Tate	Duncan, V. I., B. C.
Eholt	Bro. of Loco. Engineers, No. 597	A. Kenward	Eholt, B. C.
"	Bro. of Maintenance of Way Employees, Eholt Div., No. 196	P. F. Crick	Box 5, Eholt, B. C.
"	Bro. of Ry. Carmen, No. 104	J. F. Ahlin	Eholt, B. C.
Fer	United Bro. of Carpenters and Joiners, No. 1220	W. J. Broley	Fernie, B. C.
"	United Mine Workers' Union, No. 18	Thos. Addison	Fernie, B. C.
"	Gladstone Miners' Union, No. 2314, U. M. W. of A.	D. Patton	Fernie, B. C.
"	Bro. of Maintenance of Way Employees, Blairmore Div., No. 234	Geo. Clapp	Fernie, B. C.
Ferguson	Lardeau Miners' Union, No. 119	Allan Chisholm	Ferguson, B. C.
Golden	Bro. of Maintenance of Way Employees, Canyon Div., No. 165	W. Johnson	Golden, B. C.
Greenwood	United Bro. of Carpenters and Joiners of A., No. 529	W. Connell	Box 121, Greenwood, B. C.
"	Inter. Typo. Union, No. 358	G. A. Evans	Box 26, Grand Forks, B. C.
"	Greenwood Miners' Union, No. 22 (W.F. of M.)	R. A. Mathieson	Greenwood, B. C.
"	Industrial Workers of the World, No. 311	Frank Spearing	Greenwood, B. C.
Grand Forks	Smeltermen's Union (W. F. of M.)	Jas. Harris	Box 91, Grand Forks, B. C.
Kamloops	Cigar Makers' Inter. Union, No. 400	J. Mackin	Box 112, Kamloops, B. C.
"	Miners' Union, No. 112	M. Delaney	Kamloops, B. C.
"	Order of R. Conductors, Pacific Div., No. 267	John Herchmer	Kamloops, B. C.
"	Bro. of R. Trainmen, A. E. Elliott Lodge, No. 519	V. H. Mott	Kamloops, B. C.
Kalso	Miners' Union, No. 69	H. J. Wright	Kalso, B. C.
Kimberley	Miners' Union, No. 100	J. H. Doyle	Kimberley, B. C.
Michel	Michel Miners' Union, No. 2334, U. M. W. of A.	A. J. Carter	Michel, B. C.
Mount Sicker	Mount Sicker Miners' Union, No. 215	Thos. Williamson	Mount Sicker, B. C.
Mission City	Int. Bro. of Maintenance of Way Employees, Mission City Div., No 168	A. Beaton	Mission City, B. C.
Moyie	Miners' Union, No. 71	Harry Dimoch	Moyie, B. C.
"	Carriage Builders' & ———	P. F. Smyth	Box 32, Moyie, B. C.
"	Industrial Workers of the World, No. 338	R. A. Smith	Moyie, B. C.
Nanaimo	United Mine Workers' Union, No.	J. W. Freeman	Nanaimo, B. C.
"	Mine and Mine Labourers' Union, No. 177	Jonathan Isherwood	Box 259, Nanaimo, B. C.
Nelson	United Bro. of Carpenters and Joiners of A., No. 524	E. Kilby	Box 202, Nelson, B. C.
"	Int. Ass'n. of Machinists, No. 663	F. Chapman	Nelson, B. C.
"	Bro. of Ry. Carmen of A., Nelson Lodge, No. 98	I. A. Austin	Nelson, B. C.
"	Inter. Typo. Union, No. 340	W. G. McMorris	Box 484, Nelson, B. C.
"	Journeymen Tailors' Union of A., No. 293	W. B. Pollard	Nelson, B. C.
"	Cigarmakers' Inter. Union, No. 432	Geo. Maurer	Box 701, Nelson, B. C.
"	Miners' Union, No. 96	Frank Phillips	Box 106, Nelson, B. C.
"	Order of Railway Conductors, Div. No. 460	A. Halkett	Box 216, Nelson, B. C.
"	Bro. of Loco. Firemen, No. 631	J. M. Houlding	Box 1084, Nelson, B. C.
"	Bro. of Ry. Trainmen, Kootenay Lodge, No. 558		Box 258, Nelson, B. C.
"	Bro. of Maintenance of Way Employees, No. 181	H. J. LaBrash	Box 251, Nelson, B. C.
"	Journeymen Barbers' Inter. Union, No. 196	E. Holland	Nelson, B. C.
"	Federal Labour Union, No. 544	Godfrey Dangerfield	Box 237, Nelson, B. C.
New Denver	Miners' Union, No. 97	J. W. Strickland	New Denver, B. C.
New Westminster	Amal. Society of Carpenters and Joiners, No. 1	W. J. Sloan	New Westminster, B. C.
"	Electric Workers' Union (Civic)	John Digby	New Westminster, B. C.
"	Fishermen's Union	H. J. Butterfield	Box 185, New Westminster, B. C.
"	Amal. Ass'n. of St. Ry. Employees of A., No. 134	Chas. Fenny	New Westminster, B. C.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
British Columbia—Continued.			
Phoenix	United Bro. of Carpenters and Joiners of A., No. 618	M. J. Gillis	Phoenix, B. C.
"	Journeymen Tailors' Inter. Union, No. 345	G. W. McAuliffe	Box 49, Phoenix, B. C.
"	Miners' Union, No. 8	Walter Morrison	Phoenix, B. C.
"	Industrial Workers of the World, No. 155	Geo. W. Rogers	Phoenix, B. C.
Revelstoke	Inter. Ass'n. of Machinists, No. 258	Theo. J. Wadman	Union Hotel, Revelstoke, B. C.
"	Journeymen Tailors' Union, No. 175	John J. Devine	Box 155, Revelstoke, B. C.
"	Order of Railway Conductors, No. 487	J. J. Porter	Revelstoke, B. C.
"	Bro. of Loco. Engineers, No. 657	H. Creelman	Box 27, Revelstoke, B. C.
"	Bro. of Locomotive Firemen, No. 341	H. J. McKinnon	Revelstoke, B. C.
"	Bro. of R. Trainmen, Glacier Lodge, No. 51	L. A. Warner	Revelstoke, B. C.
"	Bro. of Maintenance of Way Employees, Revelstoke Div., No. 208	M. Anderson	Box 124, Revelstoke, B. C.
Roger's Pass	Bro. of Maintenance of Way Employees, Roger's Pass Div., No. 205	Joseph Acheson	Glacier, B. C.
Roseberry	Bro. of Maintenance of Way Employees, Sandon Div., No. 173	J. J. McPherson	Roseberry, B. C.
Rossland	Carpenters' and Joiners' Union, No. 1	Arthur Ferris	Rossland, B. C.
"	Inter. Typo. Union, No. 335	Harry Falconer	Rossland, B. C.
"	Journeymen Tailors' Union, No. 252	Alex. Cameron	Box 343, Rossland, B. C.
"	Miners' Union, No. 38	Geo. Casey	Box 421, Rossland, B. C.
"	Barbers' Association	W. J. Prest	Rossland, B. C.
Sandon	Miners' Union, No. 81	A. Shilland	Sandon, B. C.
Shuswap	Bro. of Maintenance of Way Employees, Sandon Div., No. 193	Neil Johnson	Shuswap, B. C.
Silverton	Miners' Union, No. 95	Fred Liebscher	Box 85, Silverton, B. C.
Slocan City	Miners' Union, No. 62	D. B. O'Neall	Box 888, Slocan City, B. C...
Tonkin	United Mine Workers of America, No. 2318		Tonkin, B. C.
Texada	Miners' Union, No. 113	T. T. Rutherford	Box 888, Van Anda, B. C.
Vancouver	Bricklayers' and Masons' Inter. Union, No. 1	J. J. Walsh	Box 53, Vancouver, B. C.
"	Amal. Society of Carpenters and Joiners, No.	John T. Bruce	827 Cordova St., E., Vancouver, B. C
"	Amal. Society of Carpenters and Joiners, Branch No. 2		Vancouver, B. C.
"	United Bro. of Carpenters and Joiners of America, No. 617	R. F. Bristol	987 Seymour St., Vancouver, B. C.
"	Carpenters' and Joiners' National Union, No.	Chas. Maynard	Vancouver, B. C.
"	Bro. of Painters, Decorators and Paperhangers of A., No. 138	J. Fulthrope	1027 Robison St., Vancouver, B. C.
"	Wood, Wire and Metal Lathers' Inter. Union, No. 207	Wm. Jamieson	700 Cambie St., Vancouver, B. C.
"	Operative Plasterers' Inter. Ass'n., No. 89	T. Dunbavand	552 Granville St., Vancouver, B. C.
"	United Ass'n. of Plumbers and Steamfitters, No. 170		Box 797, Vancouver, B. C.
"	Journeymen Stonecutters' Ass'n. of N. A.	P. H. Cody	Box 139, Vancouver, B. C.
"	Granite Cutters' Inter. Association	E. Lemon	1839 Albert St., Vancouver, B. C.
"	Builders' Labourers' Union, No. 32	H. A. Whiteside	421 Keefer St., Vancouver, B. C.
"	Iron Moulders' Union of N. A., No. 281	T. Murphy	Labour Hall, Vancouver, B. C.
"	Moulders' Helpers' Union, No. 10	T. J. Routley	Vancouver, B. C.

Vancouver	Inter. Ass'n. of Machinists, Beaver Lodge, No. 182	Harry Watkins	947 Seymour St., Vancouver, B. C.
"	Amal. Society of Engineers, No. 581	J. McLean	941 Harris St., Vancouver, B. C.
"	Inter. Bro. of Electrical Workers, No. 213	G. Jenkins	622 Gore Ave., Vancouver, B. C.
"	Inter. Bro. of Blacksmith's Helpers, No. 319	Geo. Middlemas	743 Cambie St., Vancouver, B. C.
"	Inter. Bro. of Blacksmiths, No. 151	Chas. J. McAllister	1145 Seymour St., Vancouver, B. C.
"	Structural Iron Workers' Union, No.	W. Phipps	914 Seymour St., Vancouver, B. C.
"	Inter. Bro. of Boilermakers & Iron Shipbuilders, No. 194	J. Frasci	Box 348, Vancouver, B. C.
"	Sheet Metal Workers' Union, No. 280	Frank Little	154 Water St., Vancouver, B. C.
"	Inter. Bro. of Foundry Employees, No. 10	R. Wilson	144 8th Ave., W., Mt. Pleasant, V, B.C.
"	Pattern Makers' League of N. A	John McColl	1042 Beach Ave., Vancouver, B.C.
"	Upholsterers' Union		Vancouver, B. C.
"	Inter. Typo. Union No. 226	W. H. Hunt	Box 66, Vancouver, B. C.
"	Inter. Printing Pressmen's Union No. 69	Robt. J. Fowler	523 Hamilton St., Vancouver, B. C.
"	Inter. Bro. of Bookbinders of N. A. No. 105	J. F. McConnell	408 George St., Vancouver, B. C.
"	Journeymen Tailors' Union of A. No. 178	Francis Williams	1814 7th Ave., W., Vancouver, B. C.
"	Garment Workers' Union No	Miss Helen Duff	cr. McMasters & Sons, Vancouver.
"	Leather Workers' Union No. 115	Wm. Lennox	1624 3rd Ave., Vancouver, B. C.
"	Journeymen Bakers' & Confectioners' Union No 46	M. McLean	2160 Westminster Ave., Vancouver
"	Cigar Makers' Inter. Union No. 357	John C. Peuser	Mainland Cigar Factory, Vancouver
"	Bartenders' Inter. League No. 676	A. W. VonRhein	Box 424, Vancouver, B. C.
"	Commercial Telegraphers' Union No. 63	D. M. McLaren	Box 432, Vancouver, B. C.
"	Bro, of R. Trainmen, Vancouver Lodge No. 144	H. W. Martin	Box 243, Vancouver, B. C.
"	Bro. of Loco. Firemen, No. 656	G. MacDonald	717 Hamilton, St., Vancouver, B. C.
"	Bro. of Maintenance of Way Employees, Vancouver Div. 167	E. G. Ansell	110 Westminster Ave., Vancouver.
"	Amal. Assn. St. & E ectric Ry. Employees, No. 101	A. G. Perry	33 7th Ave., Mt. Pleasant, Vancouver
"	National Assn. of Marine Engineers, No. 7	Thos. M. Heard	36 Cordova St., Vancouver, B. C.
"	Inter. Longshoremen's Assn. No. 211	Andrew O'Neill	609 Pacific St., Vancouver, B. C.
"	Longshoremen's Inter. Union	H. Baker	672 Homer St., Vancouver, B. C.
"	Team Drivers' Inter. Union No. 409	A. E. Soper	539 Hornby St., Vancouver, B. C.
"	Bro. of Ry. Carmen of A. No. 58	Thos. P. Joyce	1257 Richards St., Vancouver, B. C.
"	Bro. of Loco. Engineers, Kamloops Div. No. 320	Peter Righter	cr. Boulder, Vancouver, B. C.
"	Federated Assn. of Letter Carriers, No. 12	G. P. Carr	1427 Robson St., Vancouver, B. C.
"	Civic Employees' Federal Union, No. 7	W. B. Fleming	1193 Granville St., Vancouver, B. C.
"	Hotel & Restaurant Employees' Inter. Alliance No. 28	Jos. H. Perkins	155 Cordova St., Vancouver, B. C.
"	Journeymen Barbers' Inter. Union No. 120	D. P. Johnson	Metropole Barber Shop, Vancouver.
"	Shirt, Waist & Laundry Workers' Inter. Union No. 105	Miss A. Walker	723 Seymour St., Vancouver, B. C.
"	Musicians' Mutual Pro. Union No. 145	H. W. Benson	Box 617, Vancouver, B. C.
"	Inter. Alliance Theatrical Stage Employees, No. 118		Box 493, Vancouver, B. C.
"	Inter. Quarry Workers' Union, No. 62	Adam W. Fox	Box 527, Vancouver, B. C.
"	United Federal Union No. 23	Geo. B. Palmer	Union Hall, Vancouver, B. C.
"	Telephone Operators' Auxilliary No. 213	Eva Scarlett	657 Howe St., Vancouver, B. C.
Victoria	Bricklayers' & Masons' Inter. Union	H. Jones	Stanley Ave., Victoria, B. C.
"	Amal. Society of Carpenters & Joiners No. 790	Wm. Stewart	Box 95, Victoria, B. C.
"	Bro. of Painters, Decorators, Paperhangers of A. No. 5	R. Ryan	22 Michigan St., Victoria, B. C.
"	Journeymen Stone Cutters' Assn. of N. A	G. F. Watson	Box 507, Victoria, B. C.
"	Granite Cutters' Inter. Assn. No. 19	W. J. Hambly	Box 21, Victoria, B. C.
"	United Assn. of Plumbers, Gas & Steamfitters' Helpers, No. 324	H. Sehl	Victoria, B. C.
"	Iron Moulders' Union of America No. 144	Jas. Stewart	34 Belleville St., Victoria, B. C.
"	Inter. Assn. of Machinists No. 456	J. Mills	53½ Hillside Ave., Victoria, B. C.
"	Inter. Bro. of Electrical Workers No. 230	F. Shepherd	40 Broad St., Victoria, B. C.
"	Inter. Bro. of Blacksmiths No. 82	Frank W. Jeeves	73 6th St., Victoria, B. C.
"	Inter. Bro. of Boilermakers, Victoria Lodge No. 191	T. Gough	103½ Government St., Victoria, B. C.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
British Columbia—Continued.			
Victoria—Con	Shipwrights & Caulkers' Assn. No. 29	Wm. Thompson	Old Esquimalt Rd., Victoria West
"	Boilermakers' Helpers, Div. No. 43	J. C. Watters	Rock Bay Hotel, Victoria, B. C.
"	Inter. Typo. Union No. 201	Geo. M. Watt	Box 209, Victoria, B. C.
"	Inter. Printing Pressmen's Union No. 79	Fred. C. Clyde	149 Quadra St., Victoria, B. C.
"	Inter. Bro. of Bookbinders, No. 147	G. S. Carr	"Auburn" Battery St., Victoria, B.C.
"	Bartenders' Inter. League	E. J. Harris	Box 372, Victoria, B. C.
"	Cooks and Waiters' Union No. 459	C. R. Esnouf	8 Labouchere St., Victoria, B. C.
"	United Bro. of Leather Workers on Horse Goods No. 118	Nelson C. Brown	23 3rd St., Victoria. B. C.
"	Journeymen Tailors' Union of A. No. 142	Ed. Christopher	Box 387, Victoria, B. C.
"	Garment Workers' Union	Mrs. F. Barton	8 Amelia St., Victoria, B. C.
"	Cigarmakers' Inter. Union No. 211	J. L. Smith	Province Cigar Factory, Victoria, BC
"	Shipmasters' Association	A. B. McNeill	Victoria, B. C.
"	Bro. of Railroad Trainmen, No. 613	A. M. Porter	Victoria West, B. C.
"	National Assn. of Marine Engineers, No. 6	Peter Gordon	6 Blanchard St., Victoria, B. C.
"	Longshoremens' Marine & Transport. Workers' Union No. 227	John Quinn	161 Montreal St., Victoria, B. C.
"	Amal. Society of St. Ry. Employees of A. No	D. Dewar	34 Frederick St., Victoria, B. C.
"	Stationary Engineers' Assn. No. 12	A. M, Aitken	128 Oswego St., Victoria, B. C.
"	Federated Assn. of Letter Carriers No. 11	C. Sivertz	20 North Rd., Victoria, B. C.
"	Journeymen Barbers' Inter. Union No. 372	R. M. Burgess	94 Government St., Victoria, B. C.
"	Musicians' Mutual Pro. Union No. 247	A. E. Greenwood	123 Superior St., Victoria, B. C.
"	Labourers' Prot. Union No. 2	J. Sullivan	Lampson St., Victoria, B. C.
Whitewater	Miners' Union No. 79	H. J. Wrlght	Whitewater, B. C.
Yale	Bro. of Maintenance of Way Employees, No. 179	Joseph Lennon	Agassiz, B. C.
Ymir	Miners' Union No. 35	W. B. McIsaac	Ymir, B. C.
Yukon—			
Dawson City	Carpenters' and Joiners' Union, No. 1	Gavin Fowlie	Dawson, Yukon.
"	Painters' and Decorators' Union, No. 1		Dawson, Yukon.
"	Sheet Metal Workers' Inter. Alliance, No. 253	Godfrey Rogers	Box 497, Dawson, Yukon.
"	Cooks' Waiters' and Bakers' Union, No. 1		Dawson, Yukon.
"	Stenographers' Association		Dawson, Yukon.
"	Federal Labour Union, No. 1		Dawson, Yukon.
30 Below Lower Discovery Dominion Creek	Labour Union		Dominion Creek.

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